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Issue 237 November 2015 £4.70 US\$10.50

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While this issue is going to press, the sale of the century will be taking place online at www.milano.benimobili.it between September 14th and 28th. The final chapter in the Bertone story is coming to a close with the auction of the company and its fabulous collection of prototypes. The sale is in two lots, firstly the Bertone brand and secondly the car collection at Caprie. The reserve prices are €3 million for the company and €1,514,200 for the cars. This is a case of all or nothing because, while the latter might not seem like a huge amount of money for the 79 cars (and a motorcycle and a mountain bike!), they must be sold as a complete lot by order of the Ministry of Heritage and Cultural Activities. Furthermore the contract stipulates that the collection cannot be split after the sale or at any time in the future. While this all seems very honourable, it should be noted that some of the prize cars have already been auctioned separately.

The inventory of cars is remarkable and some of them have rarely been seen in public, for example the group of Fiat X1/9 prototypes including the Runabout, Bertone Shake, Chrysler France Shake, Alcan ASV (alloy body) and 2+2 - not to mention the bizarre X1/10 Ritmo/X1/9 hybrid. The reserve on Bertone's immaculate Miura S is just €140,000, the street value of which would pay for the whole collection.

Surely this is a unique opportunity for a consortium to obtain the collection and open the Caprie museum to the public as a paying tourist attraction. There is plenty of room in the grounds for a demo track, Auto Italia knows this because we were privileged to have driven the Stratos Zero on site. Now where's that lottery ticket.

Phil Ward
Editor

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NEWS & VIEWS

Lamborghini Huracán LP 610-4 Spyder

Lamborghini has launched its stunning Huracán Spyder at the Frankfurt Show. The new car offers similar technical qualities as the Huracán Coupe. It has the same naturally aspirated long-stroke, extremely responsive V10 engine, which revs up to 8700rpm and composes a richly, tuneful and unmistakeable symphony of sound, now to be fully enjoyed with the top down.

The lightweight soft top fits perfectly into the Spyder's silhouette while raised, and when lowered it is stowed into the most efficient space possible. Hidden automatic pop-up safety bars do not spoil the open car's low profile. Even with the roof raised, the lines of the Spyder differ significantly from those of the coupe.

The new electrohydraulic, lightweight soft top opens via a button positioned on the central tunnel in just 17 seconds up to a driving speed of 50km/h (31mph). Whether the soft top is up or down, the driver can also electronically open the rear window, which functions as a windshield when closed and, when open, as an amplifier of the unique engine sound of the naturally aspirated V10. The roof is available in three different colours: black, brown and red.



Privé at The Palace

Report by Simon Park



The 10th edition of Salon Privé took place in September at Blenheim Palace in Oxfordshire. The magnificent country seat of the Duke of Marlborough is the new, and very appropriate, setting for the annual extravaganza of exotic cars, both old and new, and assorted luxury goods – all of them aimed unashamedly at High Net Worth individuals, who duly arrived en masse to see, and be seen.

The event's name alone reeks of privilege and elitism, and the privileged elite congregated in the tented village set up some way from the palace, containing the exhibitors and the marquee for the annual Silverstone Auctions sale. Huge though it was, it made little impact on His Grace's lawn, such is the massive scale of this estate. Here, though, specialist manufacturers, restorers, and purveyors of every conceivable kind of luxury goods – gunsmiths, leather goods, garish 'art', coffee tables made out of branded alloy wheels and all manner of other epicurean ephemera – set up their stalls, affording the super-rich an opportunity to fill their boots and empty their pockets. A Robusto Cigar, anyone?

For the ordinary folk with neither VIP nor media passes there was plenty to see nearer the palace – Salon Publique, so to speak. Such was the variety of super-duper-hypercars on display, where anything less than 1000bhp is considered derisory, that you could be forgiven for thinking that when you've seen one, you've seen them all. And after a morning at Salon Privé, you probably have. At the front of the palace, overlooking Capability Brown's enchanting lake, were the serried ranks of Ferraris and Lamborghinis assembled in single-marque displays, eye-watering in both size and scope. Behind them, in the magnificent Great Court, another equally succulent selection of exotica both old and new stood to attention whilst awaiting the verdict of a rum bunch of judges in the Chubb Insurance Concours and the Pirelli 'Prestige & Performance' Competition.

But for the more discerning Italophile, perhaps a little tired of the sight and sound of Fezzas and

Lambos being ostentatiously 'blipped' by their orange-skinned owners, there was some lovely stuff about. A Cisitalia 202SMM Nuvolari Spider from Belgium; Gloucestershire Lancia specialist Thornley Kelham's dramatically re-styled, 2.8-litre Flaminia-powered Aurelia B20 Fuorilegge ('Outlaw' – feature coming soon, with luck); Heinz Swoboda's even wilder and woollier Lancia Flavia Zagato Sport prototipo competizione; the magnificently resolved Ferrari Daytona shooting-brake built by Panther West Winds for Luigi Chinetti Jr; and a pair of to-die-for Maseratis – a freshly restored 4.0-litre Mistral coupe (yours for £170K, apparently) and an equally stunning black 3500 Vignale Spider from Austria.

If Salon Privé didn't exist, we probably wouldn't have to invent it. But we have been spared that dilemma, since it does exist – and thrives, too. And, whisper it ever so softly, it really is rather wonderful – in a privileged, elitist sort of way.



BOOKSHELF

Mille Miglia a Race in Pictures**Leonardo Acerbi****Giorgio Nada Editore****€60 (€51 online)**

The Mille Miglia story is well known, it being the famous road race held between 1927 and 1957. It was a race when men were men and not the resurrected corporate extravaganza that it is today. It was a big deal for manufacturers that were able to demonstrate the abilities of their cars being driven by big name drivers like Moss, Fangio and Nuvolari. There have been many books published on the Mille Miglia but this one is notable in that the story is told through superb images. The pictures, many previously unpublished, have come from the Novafoto-Sorlini Archive, an important collection featuring shots taken by official race photographer Alberto Sorlini, between 1947 and 1957. The picture quality is outstanding and complemented by Giorgio Nada Editore's design and layout that sets the standard for Italian publishing. Dual English/Italian text

**Leonardo Fioravanti****Il Cavallino Nel Cuore****Giorgio Nada Editore****€75 (€63.75 online)**

For the first time, one of the major names in Italian car design tells his own story from the beginning. In his 23-year career at Pininfarina, Leonardo Fioravanti created some of the most beautiful Ferraris of all time, ranging from the 1965 250 LM Speciale to the immortal 1968 Daytona through to the 1975 308 GTB, GTS and 1984 288 GTO, as well as the fabulous P5 and P6 of 1968. Fioravanti went off to supervise other projects including the Dino road car, the Pinin four-door prototype, Testarossa and everyone's favourite, the F40.

When Ferrari was taken on by the Fiat Group in 1988, Fioravanti was appointed Director General of Ferrari and later head of Fiat Styling Centre. In 1987 he founded Fioravanti Srl and from 1991 he extended his services to the industry.

This book is refreshing in that it is written by a personality who has largely gone unrecorded for his significant contribution to Italian automotive design, mainly because Pininfarina had a policy of not attributing its designers, which was upheld until recently. This is an illuminating read supported by excellent design drawings and photography. English text.



BROOKLANDS 4D THEATRE

Some additional attractions have been launched at Brooklands to further enhance the visitor's experience. The new, state-of-the-art 4D Theatre provides the closest experience any living person will have of 'driving' around the Brooklands Race Track, at Le Mans or 'flying' with the Red Arrows. The audience experiences the bumps, cornering and flying effects in specially built seats that make them feel part of the on screen action.

Each film has its own attraction. The extraordinary period Le Mans sequence is shot from the passenger seat of Mike Hawthorn's D-Type Jaguar in 1956 while at high speed on the circuit mixing it with public cars and bicycles. The Red Arrows film is a hair raising ride in the back seat of an RAF Hawk fighter during aerobatic training in sunny Cyprus. The ride in the museum's Napier Railton is beautifully crafted with recreated period sequences among the historic buildings and on the banking. Since the famous Brooklands banking is no longer complete, the 'race' footage was shot at Montlhéry, which is still intact. The footage has been skillfully edited so that the viewer really feels like being in the Railton. And it was actually being driven during filming at 100mph!

For more information visit:

www.brooklandsmuseum.com





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DESIGN

AUTO ITALIA'S DESIGN CONSULTANT CHRIS HRABALEK DISCUSSES THE FINER POINTS OF AUTOMOTIVE DESIGN

Ferrari 488 Spider



Following the introduction of Ferrari's 488 GTB, this year's IAA motorshow will stage the official unveiling of the model's open-top derivative: the Ferrari 488 Spider. Powered by the same turbocharged and dual-clutch drivetrain as the GTB, the Spider will instantly become one of the fastest open-top cars to lap Ferrari's Fiorano Circuit.

The Ferrari 488 Spider is another product in the brand model portfolio, to follow the global trend of turbocharging, in a bid to lower OEM fleet emissions. As a matter of fact, it seems that Lamborghini will soon remain as the only volume performance brand to

offer a non-limited naturally aspirated junior-hypercar to the public, while Ferrari, McLaren and Porsche will all have committed themselves to forced induction.

Objectively speaking the advantages of this new technological development outweigh the disadvantages and are difficult to be ignored or even dismissed. Better levels of emissions, economy and performance all speak against the clinging-on to emotions and traditions; in the same way steering-wheel mounted paddles have replaced the iconic open-metal-gate gearchange, turbocharged engines will

eventually eliminate naturally aspirated ones. We are entering yet another era for performance cars.

Designwise the Ferrari 488 GTB is as one would have predicted. It is a very logical translation of the styling of the Coupe into the Spider and comparable to previous work done to convert the Ferrari 458 Italia to the Ferrari 458 Spider. A number of 'predictions' have been illustrated and circled the internet for months and they were – even Flavio Manzoni would have to admit – very accurate, with the interior being a straight carry-over of the GTB.

CHRIS HRABALEK

Age: 38

Born: Vienna, Austria

Design Education: MA at The Royal College of Art, London

Current Job: Director of Entence Design Group, a holistic design consultancy with studios in London and Berlin, working with OEMs from US, Europe and Russia, with sub-contracts for design houses with deliverables in China and Japan



Naturally, one can argue that it makes sense to stick with a winning formula and that by definition, evolution is the gradual development of something. On the other hand, predictability is also a variable that can be a two-edged sword; not only in movie sequels. Following a linear path of improvement, often leads to consumers skipping one generation of products, until changes are significant enough to justify the associated

financial commitment.

No doubt, a small number of enthusiasts will mourn after the naturally aspirated mid-engine Ferrari in the same way that Porsche enthusiasts cried over the loss of the air-cooled engine, but for the majority of itchy-wallet prospects, the Ferrari 488 Spider will represent a 'grown-up' improvement over its predecessor; a flawless car with bold and purposeful styling, continuing to appeal to a growing target group.



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CAMPARI'S ALFA ROMEO 6C 1750GS

The Cultra Hillclimb event in Northern Ireland, definitely pulled out all the stops to entertain this year's bumper crowd of over 2000 and again create Ulster's ultimate motoring garden party. Organised by Thoroughbred Sports Car Club and hosted by Ulster Folk and Transport Museum, the event perfectly utilises the parkland setting in providing a short technical hillclimb and an historic manor house providing the perfect backdrop to the display areas.

The reputation of the

event meant that organizers had no problems filling the increased entry of 110, which marked 110th Anniversary of the first running of the hillclimb in May 1905 and makes Cultra the world's oldest hillclimb event. The highlight of the entries was Giuseppe Campari's Alfa Romeo 6C 1750GS (Ch. 8513092) that finished runner-up in the 1930 Ards TT road race and was part of the all conquering Fred Stiles team, which swept the podium.

ITALIAN DESIGN WINS EVERY TIME

Shortly after 8am on

Saturday 30th May Lagan Valley Island (LVI) was a hive of activity as members of the Northern Ireland Italian Motor Club arrived to set up for its annual All Ireland Italian Motor Event. While the sun was not splitting the trees the weather forecast suggested that it would be a dry day for the show.

The *Italian Job* theme for the show soon started to take shape too with a Self-Preservation Society Land Rover, an Alfa Romeo Giulia police car, the iconic red, white and blue Minis which were the stars of the 1969 movie as well as a selection of other cars from the era –



from a Maserati Merak SS, an E-type Jaguar, Fiat 500s and a selection of Vespa scooters.

There were over 150 cars and motorbikes present at the show – the biggest turnout ever. Abarth were well represented with a 500 Trofeo race car and the new Biposto. It was pleasing to see a vibrant orange Fiat Barchetta, a 131 Mirafiori Sport as well as a Fiat Bravo with only delivery mileage on it. Perhaps the oldest car on display (albeit for a relatively short time) was a Lancia Lambda as well as the stunning race bred Lancia Stratos. Sitting side by side across the

car park were two red Deltas – an integrale and a rare Delta 2. Scattered throughout the display were a collection of desirable Alfa Romeos – from the modern offerings like a launch edition Alfa 4C, Giuliettas, MiTos, 159s, 156s, 147s, GTVs and Spiders to older models from previous decades including an Alfa Romeo Montreal, an Alfa 75 and Alfassud.

Club Secretary Tim Logan said: "This year's show was a roaring success and a great showcase for the best of Italy. I know we will have our work cut out to emulate it again next year but we will do our best.





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1977 Lamborghini Countach LP400
Price: POA | Mileage: 35,000

The Periscopio is the most desirable Countach, with only 150 cars produced. This lovely example is an original RHD car, which was delivered new to Australia. Complete with its tool roll and an extensive history file.



1969 Lamborghini Miura S 'Jota'
Price: POA | Mileage: n/a

The last owner of this stunning Miura S aimed to produce a car as close to the original Jota specification as possible, spending in excess of £365,000. We have taken this work a significant stage further, resulting in a show-stopping recreation of a famous car.



1983 Lamborghini LP500S
Price: £449,995 | Mileage: 22,000

This stunning 1980's icon is a one-off. Only 23 RHD LP500S Countachs were built, and this is the only one factory delivered in yellow. The car has recently been totally restored to show condition in Italy, with a full photographic record.



1989 Ferrari Testarossa LHD
Price: £199,995 | Mileage: 1,800

This remarkable Testarossa is probably one of the best and lowest mileage LHD cars on the market today. Delivered new in Milan to its only owner in 1989, it has been driven for less than 3,000 kilometres, and has just had a comprehensive Rossocorsa service.



1996 Lamborghini Diablo SV
Price: POA | Mileage: 28,000

This stunning RHD SV was the 1996 Motor Show car, and is the only example of this iconic car which was produced in Blu Speciale. In absolutely superb condition throughout and sure to appreciate.



1977 Ferrari 308 GTB Vetoresina
Price: £154,995 | Mileage: 72,000

The Vetoresina is the most desirable version of Ferrari's iconic 308. Only 808 of these early glassfibre bodied cars were produced, of which fewer than 200 were UK right hand drive. This rare example will be sold fresh from a full cambelt service and is sure to appreciate.



1984 Ferrari 308 GTSi QV
Price: £99,995 | Mileage: 46,794

Many thousands have been spent developing this superb and versatile road/race Ferrari 308. Fully road legal and ideal for race, speed or tour events across Europe. Fitted with a dry sumped 380 bhp engine on throttle bodies and full safety equipment.



1995 Ferrari F355 Spider LHD
Price: £79,995 | Mileage: 65,000

This desirable manual one owner LHD F355 is attractively finished in black with black interior, a colour scheme which suits the Spider's crisp lines particularly well. The car drives exactly as it should and will be sold with a fresh cambelt service.



1995 Ferrari F355 Berlinetta LHD
Price: £66,995 | Mileage: 57,000

We currently have a choice of two red manual LHD F355 Ferraris. Recently imported from Italy, this example has black leather seats and red carpets and is in very good condition throughout.

MITCAR 2015

by Phil Ward

The first Midlands Italian Car Day was held back in 2001 based on an idea by AROC Section Chairman Bryan Alexander. Bryan retired in 2013 and the reigns were taken up by the current AROC Chairman John Griffiths. The concept is unique in that it moves to a different venue every year. This year's event was held at Deene Park near Corby and it proved to be one of the best venues yet. The rolling grounds next to the lake were ideal for showing off cars providing different perspectives for spectator viewing, much better than lines of cars on a flat field.

While MITCAR is an all Italian marques event, because of AROC's involvement Alfa Romeos are the most predominant marque. It is interesting to see how the prominence of models changes over the years and g16 Coupes and Spiders seem to be the popular classic for 2015. Where once 156s were in abundance, their numbers are now dwindling, even more so the 145s and 146s. However, there were a couple of interesting 145s on show, one with a V6 in the front and another with a Fiat 20v turbo engine. A pleasant surprise was the 21 Alfasuds in attendance, it is quite rare to see these

super little cars in any great numbers now and even better in top condition.

The stars of the show that justifiably won car of the day awards were the Alfa Romeo 8C Competizione and a Fissore-bodied OSCA. The 8C had just arrived in the UK having been released from a Japanese collection. It is thought to be unique in that it is finished in a really dark metallic blue.

Other notable cars included a very nice blue Fiat 850 Spider and several Chrysler Deltas. The Deltas at the show had been rebadged with Lancia logos, which instantly gives the model a more recognisable identity. Such a shame that the relaunch of the Delta and Ypsilon in right-hand drive was an avoidable disaster.

A tale of woe was that from *Auto Italia* reader and classic Fiat collector James Nicholson. James was at the show with one of his collection of rare Fiat 132s and he reported that someone had stolen some sets of wheels from his garage. Among them was a set from a Mk2 Fiat Croma wheels and another set from a 132 Bellini. If any of our readers are offered them or see them advertised then please email the editor.





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MARANELLO ROSSO COLLECTION

I read my old friend Graham Earl's letter 'Italian coachbuilders' and while I agree that breaking up well preserved and important collections in Italy cannot be good, I do not think the Maranello Rosso collection of Abarths should be viewed in the same light.

I inspected all the Abarths prior to sale and found some wonderfully original cars and at the other extreme, combinations of chassis, engine and bodywork that did not belong together. The one thing they all had in common was that none had moved for many years or, in some cases, decades. The Maranello Rosso collection was difficult to access and none of the Abarths had been in action for a very long time.

Following a number of

Bonhams auctions, the Abarths have found new homes all over the world. It is possible that some will land up untouched in private collections, but I believe the majority have been purchased with a view to recommissioning or restoration as appropriate by enthusiastic Abarth enthusiasts – the cars will live again as Carlo Abarth would want!

Middle Barton Garage is undertaking serious work on two cars from the collection and has supplied parts and advice to some of the new owners around the world.

Surely it is better for these wonderful cars to be 'out and about' rather than lying fallow in an inaccessible collection.

**Tony Castle-Miller
Middle Barton Garage**

I agree that some of the cars in the Maranello Rosso collection were bastardised mongrels,



but there were also several very rare models, which I hadn't previously seen anywhere else. I believe that of the handful of the really good European and Japanese Abarth collections that are left, none have the sheer diversity of the cars from the Maranello Rosso collection, and while I genuinely applaud Tony for bringing life back to some of these tired old warriors I still find it a shame that one won't be able to view all the cars together in one location anymore. I can't wait to see the results of Tony's work but, alas, I feel I will only get to see one or two of these cars in action now, while the rest stay out of sight. In spite of the cars not having moved for years, or decades, it was still a thrill to see them in an unrestored, original state. By extrapolating Tony's reasoning, you could argue that any museum



artefact doesn't belong in a museum – it should be taken out, restored and put to its original use, but I don't necessarily see it that way.

Anyway, it's a moot point, and Signora Violati is entirely within her rights to do whatever she likes with her property. I was offered the entire collection before it was auctioned off, but I couldn't come up with the funding, so it's nothing to do with me and none of my business what happens to the cars.

I'm very pleased that it is Tony who is doing the work on these cars, and I wish the greatest success to him and his team, and to the lucky owners who purchased the cars, and I very much look forward to seeing some of them out on track.

Graham Earl

While I can see both sides to this debate I have to agree that the Maranello

Rosso Collection was pretty inaccessible being tucked away in San Marino. It was under promoted, mainly because it was never included in the Emilia Romagna 'Motor Valley' family. Unless you had business in Rimini or San Marino you could not be certain it was actually going to be open for visitors, a long way to go on the off-chance. It was many years before I realised that the collection actually contained anything other than Ferraris. Yes, it can be argued that some cars should be preserved in original, unmolested condition but not hidden away where they cannot be enjoyed. ED

YOUNGEST READER?

Alex Le Surf's son checks out the programme of events for this year's Brooklands Italian Car Day. Clearly he has found plenty of interest.



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London Calling

We take on the City of London for the UK launch of the latest version of the Fiat 500

Story by Tim Pitt
Photography by Michael Ward

Car launches and cities don't usually mix. Such events normally take place on the kind of roads you only see in adverts: serpentine switchbacks up deserted Alpine passes or leafy lanes through picturesque Cotswold villages. Fiat, though, likes to do things differently. So the UK launch of the new 500 took place in London, on streets more likely to be spotted on *Crimewatch* than a commercial break.

Still, the 500 is the quintessential city car. Compact, classless and cool, it looks equally at home in London, Los Angeles or Turin. So maybe there is method in Fiat's madness. As our group of car journalists, lifestyle bloggers and social media moguls climbs aboard a boat by Tower Bridge, bound for Putney Pier, I certainly hope so.

As you've probably noticed from our photos, the changes for the 2015 500 are pretty subtle – this is a mid-life facelift rather than a completely new car. Cosmetically, the most obvious differences are new bumpers, sparkler LED lights and an extra chrome 'moustache' at the front. Inside, you'll find a new Uconnect media system, reshaped seats and a smarter steering wheel. There's also a wider selection of colours, including Glam Coral (a kind of rose pink) and

Avantgarde Bordeaux (er, burgundy), plus a range of eye-catching vinyl 'second skins'.

Three engines are available at launch: the 69hp 1.2-litre petrol and 85hp or 105hp 0.9 TwinAir petrols. Fiat has made incremental improvements to efficiency, most notably reducing the 1.2 unit's CO₂ emissions to 110g/km so that it's now in the £20-a-year car tax (VED) bracket. Both TwinAirs emit less than 100g/km and are therefore tax-free. A 1.3 diesel arrives later this year, making the 500 the only city car available with an oil-burning engine. However, it is only expected to take 3% of sales.

Buyers can choose from three trim levels. Entry-level Pop comes with the 1.2 engine only and includes seven airbags, remote locking, electric front windows and a radio with USB and Aux sockets. Upgrading to Pop Star (1.2 and TwinAir 85) adds 15-inch alloy wheels, air conditioning, electric mirrors and a split/fold rear seat. The range-topping Lounge (all engines), offers the Uconnect touchscreen, body-colour bumpers, a leather-wrapped steering wheel, rear parking sensors and lashings of added chrome.

Back to the boat and, as the sights – and smells – of London glide by, we're treated to coffee, cake and (but of course) a PowerPoint slideshow. Apparently more







than 1.5 million examples of Fiat's retro-remake have been sold since 2007. That puts it well on the way to catching the original 1957 500, which took 18 years to sell four million. We also discover that the 500 takes 18% of the city car segment in the UK, with 44,000 sold last year – twice as many as the Volkswagen Up. Lastly, we learn that, perhaps unsurprisingly, 85% of 500 buyers are women. Of the male minority, many opt for the Abarth.

We lose count of the amount of times Fiat's PR people use the word 'icon' in the presentation. They compare the 500 to the Land Rover Defender, Jeep Wrangler and Porsche 911 in terms of its timeless, unchanging appeal. Oddly, they don't include the rival MINI... At times it sounds like they are making excuses for the blink-and-you'll-miss-it facelift, but they do have a point; few cars are more instantly recognisable. Besides, having made most of its range look like the 500, Fiat was hardly likely to sanction a radical redesign.

Our boat docks in West London, but there's barely time to stretch our sea legs before we're aboard a new

500, heading out into the choppy waters of Putney High Street. It's been a while since I've driven in London and the take-no-prisoners attitude of other motorists is an unwelcome surprise. Luckily, they can't miss us – our 500 has the yellow and black 'Comic' second skin (below) and looks like a cross between a bumblebee and a New York taxi cab.

We start out in the 1.2 petrol, which is impressively smooth and refined. It takes a leisurely 12.9 seconds to reach 62mph, but acceleration is more than adequate around town, helped by a snappy six-speed manual gearbox. Only when we reach the faster-flowing A3 does the 1.2 engine feel a little breathless.

We follow the A3 out of London and across the (gridlocked) M25, then turn off onto country lanes towards Guildford. Now we can have some fun. There's something about driving a relatively low-powered car on roads like these – you need to brake later, get on the gas earlier and make the most of your momentum. The 500's direct steering, firm suspension and wheel-at-each-corner stance make it feel nimble, and there's very little body-roll when cornering. Its small footprint

BELOW: Live performance outside London's City Hall of the latest TV ad for the new 500 from Ella Eyre



also means you can make the most of the road-space available – an obvious boon in the city, but also helpful here. On narrow, hedge-lined lanes originally built for the horse and cart, the Fiat feels just perfectly proportioned.

After a brief coffee-stop at a ramshackle village pub, my driving partner and I swap our 1.2 for the gutsier TwinAir 105. The only remaining TwinAir is a 500C cabriolet in Glam Coral – hardly the default choice for two scruffy men approaching middle age. But we ignore the bemused looks of the locals (who no doubt assume we're from London), retract the roof and head back out onto wonderful rural roads.

Like the 500 itself, the TwinAir is bursting with character. Its off-beat thrum sounds more akin to a motorbike, and is reminiscent of the air-cooled twin-cylinder unit in the original 500. With a 0-62mph time of 10.0 seconds, it feels much brisker than the 1.2 on the road – let alone the old 500! Its eager nature – and relatively low redline – make it all too easy to bounce off the rev limiter in the first three gears.

The TwinAir isn't perfect, though. It's much noisier than the 1.2 and there's noticeable vibration through the seats and steering wheel. Rival three-cylinder engines, such as Ford's 1.0 EcoBoost, are more refined. The 1.2 is arguably better for most drivers, so it's a case of try before you buy.

As the afternoon draws on and rush-hour approaches, it's time to leave the countryside behind, grit our teeth and head back to the Big Smoke. My partner takes over driving duties as we rejoin the A3, which gives me chance to play with the new Uconnect 'infotainment' system. The screen is small (a larger seven-inch version is optional), but its high position on the dash makes it easy to operate without taking your eyes off the road. An upgraded version of Uconnect with smartphone-style apps and internet radio is mooted for the UK, but not yet confirmed.

As we scythe through the suburbs, the number of 500s on the road seems to increase exponentially. One fellow driver gives us a cheery wave, while a young guy in a Panda does a double-take. But few pay much attention to our new 2015 car – even in Glam Coral. The ubiquitous 500 has clearly become part of the furniture.

I jump back into the driver's seat for the final furlong through Battersea, Vauxhall and onwards to Tower Bridge. The TwinAir engine hums happily as we dice with double-decker buses and swerve around suicidal cyclists. The updated Abarth, due in mid-2016, will doubtless be a riot on the open road, but in the city, it's hard to know why you'd need any more power than this.

Our journey ends outside City Hall, where a gaggle of celebs and new 500s have gathered to watch pop princess Ella Eyre perform a song from the latest 500 TV ad. It's all a bit 'showbiz' and we're more interested in the beautiful old 500 also on display. Just restored by Fiat, it looks tiny alongside the current car.

We're not sure the latest Fiat 500 has achieved the icon status of its forefather just yet. But it's made us smile all day, on a journey that – at least in parts – would normally be a miserable grind. Many of its rivals are more practical or cheaper to buy, but the 500 is still our city car of choice. 🇮🇹



Four Eight Eight

We put in some fast laps at Fiorano with Ferrari's new, ultra quick twin turbo 488 GTB

Test by Chris Chilton

Photography by Ferrari SpA



Turbocharging isn't a technology you automatically associate with Ferrari. The primary character traits of a Maranello-built engine, be it a V6, V8 or V12, are instant throttle response, an appetite for revs, and a soundtrack that can stand up neck hairs like a couple of ice cubes dropped down your Y-fronts. And those characteristics are precisely the ones you risk losing when you add turbocharging to the mix. Understandably then, there's reason to be wary of Ferrari's fascinating replacement for the spellbinding 458, the new, turbocharged 488 GTB.

There have been some spectacular turbocharged Ferraris, of course. Who could forget the 288 GTO and F40, landmark Ferraris, and each, the fastest car in the world, in its day. But Ferrari's blown history goes back further, to the middle of Formula 1's first dalliance with forced induction, when it offered a 208 GTB Turbo in Italy, using turbocharging to offset the power constraints of the shrunken 2.0 V8 produced to meet tough local-market taxes on cars over 2.0-litres.

More recently, and more relevantly, Ferrari revealed the California T last year, featuring the first of its modern turbocharged engines. It's an impressive

machine, far faster than its predecessor, but also so much more relaxing when you're not trying to emulate a Räikkönen qualifying lap. And that's just what California buyers need to persuade them out of their Mercedes SLs and Bentleys. But a mid-engined Ferrari sports car is a different beast altogether.

Even if you somehow manage to miss the much bassier sound of the 488 should one drive past, you'll know it from the subtle body changes enacted by Ferrari's design head, Flavio Manzoni, and his team. At first glance the nose appears little different from the 458's, but the bumper now features two horizontal body-colour bars, while the bonnet drops away below the bumper line either side of the headlight. Those two features combine with a new double-height front splitter (through which you can see the road, depending on where you're standing) to echo the look of an F1 car's nose.

At the rear, the old F40-style triple centrally-mounted tailpipes are displaced by a fog light, which, as on the F12, is styled like an F1 car's rain light. Two exhaust pipes are placed either side, while above, there's an air exit for the new bridge spoiler, which is fixed in place. The only piece of moveable aero





technology is a motorised flap in the diffuser that can open to cut drag, yet Ferrari claims downforce front and rear is improved by 50 per cent.

It's along the flanks, however, where you'll find the most recognisable changes. Doffing its hat to its 308 GTB namesake, the 488 GTB features heavily coved doors that bleed into giant air intakes in the quarter panel behind. But this is no mere styling motif. The new engine has a much greater appetite for cold air than its predecessor, so those bisected air intakes (Manzoni tried one huge hole, but didn't like the look) feed enlarged radiators on either side.

The engine itself is based on the 3.8-litre California's, but beyond the block, little is retained. While the 458 got its name from its 4.5-litre V8 engine, the 3904cc 488 marks a return to an earlier system that denoted the cubic capacity of each individual cylinder.

Twin IHI turbochargers more than compensate for that 600cc reduction in swept volume, the 488

producing 661bhp at 8000rpm, compared with 552bhp for the California, 562bhp for the old 458 and 597bhp for the lightweight Speciale. But it's the torque curve that's really benefited. The 458 made 398lb ft (540Nm) at 6000rpm, but the 488 churns out 561lb ft (760Nm) at 3000rpm. That's 40 per cent more twist at half the crank speed. No wonder it feels so devastatingly rapid when right pedal meets carpet.

The thump in the back is monumental, rocketing you from zero to 62mph in only 3sec, the same as the Speciale, and a couple of tenths ahead of the Italia. Stretch the target to 124mph (km/h) and the 488 gets there in 8.2sec, almost a second quicker than the Speciale, and almost 2sec faster than the Italia. The real difference though, is how effortlessly fast the 488 feels. No matter the situation, or what gear you're in, you always seem to have power to deal with it. Gear changes are now optional, not essential, but still very much worthwhile.

ABOVE: Where the 458 Speciale is all about high revs and top end the 488 GTB delivers its power at the bottom end with 40 per cent more torque





TECHNICAL SPECIFICATIONS

FERRARI 488GTB

ENGINE:	90deg V8
CAPACITY:	3902cc
BORE X STROKE:	86.5mm x 83mm
POWER:	661bhp @ 8000rpm
TORQUE:	561lb ft (760Nm) @ 3000rpm
TRANSMISSION:	Seven-speed, dual-clutch
WHEELS:	245/35 ZR20 (f), 305/30 ZR20 (r)
FUEL CONSUMPTION:	24.8mpg
KERB WEIGHT:	1475kg
TOP SPEED:	205mph
0-62MPH:	3.0 sec
PRICE:	£181,849







ABOVE: For effortless, flexible cruising Ferrari have engineered the maximum torque just to be available in seventh gear

That's because Ferrari use its ECU map to tailor the boost curves for each gear, as it does in the California. That peak of 571lb ft, for instance, is only available in the mandatory dual-clutch transmission's seventh gear, for instance, when it comes in as soon as possible to allow relaxing top-gear acceleration on motorways and A-roads. But in the lower gears the torque curve is tweaked to mimic that of a naturally aspirated engine. There's push low down, but the curve never levels out as it does on many turbocharged cars. The more revs you pile on, the bigger the push in the back you get in return. It's the best of both worlds, and works brilliantly.

It wouldn't be true to say that there's no trace of turbo lag whatsoever – Ferrari hopes to eliminate it altogether in future by electrically spooling up the turbos' compressor wheels. But it's so minimal that you quickly cease to notice. With its twin-scroll turbocharger technology separating cylinders whose exhaust pulses interfered with each other, and its complicated and expensive three-piece exhaust manifolds, the California T exhibits very little lag. But the 488 improves response further by using aluminium-titanium compressor wheels and ball-bearing-mounted shafts. Plant your right foot, and the engine responds instantly, but moderately, the real fireworks arriving a beat later. From there, the acceleration is so relentless that you're almost tapping the right hand shift paddle as fast as you can. Even those gearshifts are quicker, by 30 per cent on the way up the 'box, and 40 per cent coming back down.

Given all this clever technology, and the fact that Ferrari was forced into going the forced induction route to satisfy tough emissions targets, the drop from 275g/km to 260g/km doesn't sound particularly startling (though I'm sure the engineers tasked with making it a reality would disagree). Would Ferrari even

be building turbocharged engines if it didn't have to? I've all but convinced myself that it wouldn't, when Ferrari's vehicle testing chief, Matteo Lanzavecchia puts a different slant on things.

"We could have got to maybe 620ps by sticking with a naturally aspirated engine," he explains, "but there's no way we could have produced the 670ps we have now, and certainly nothing like as much torque. Even if we didn't have to meet CO₂ targets, we'd have had to move to turbocharging to reach our performance goals."

When those goals included persuading the 488 GTB to circulate Ferrari's Fiorano circuit quicker than the old Speciale, a car 80kg lighter and wearing super-sticky Michelin Pilot sport Cup rubber, you can see where he's coming from. Not that the GTB can put its 1m23sec time (1m23.5, Speciale; 1m25, Italia) down to sheer brute power alone. Despite the weight of the turbochargers and associated componentry adding around 15kg to the engine mass over the 458's V8, the 488 weighs 1475kg overall, or 10kg less than the Italia. And though its regular Pilot Supersport tyres trade a little track bite for better cold and wet-weather performance, their new compound and stiff sidewalls means the steering precision and resistance to understeer isn't far off.

The steering feels meatier than the Italia's too, giving more confidence, and, of course, in the tradition of all modern Ferrari's, its absurdly high geared, requiring the merest of nudges to send the nose diving into the apex. There's also less body roll, thanks to stiffer springs, a change made possible by a more sophisticated version of the magnetorheological dampers. But the big change is that those dampers are now looped into the oversteer-indulging SSC side-slip control that operates in the Manettino toggle's CT-off (traction-off) position.

This clever bit of software, which made its debut on the Speciale, calculates a target slip angle for the corner and then works the E-diff active differential and F1-trac traction control to turn it into reality – and you into an absolute driving god, even if you're actually anything but. The differential can be locked or unlocked to promote stability or help turn-in, as before, but now Ferrari can tweak the damping force at both ends to help keep you pointing in the same (slightly sideways) direction. Calibrating the whole thing must have been absolute nightmare, but they've done an incredible job, because it's so much fun, and so flattering with it. And if you prefer to keep things neat, you can always toggle the Manettino down one notch to Race mode, and the more zealous ESP map will keep any kind of slidey shenanigans in check.

We had the chance to drive a half dozen quick laps of Fiorano, but more impressive, and more relevant is how well the 488 works out on real roads. The 458's supple chassis was always a strong point, and even with almost 100bhp more to play with, the GTB manages to put its power to the ground with ease. That's certainly not to say you don't notice the extra power. Where before you needed second gear to get any meaningful kick out of really tight corners, now

third will do, and it'll happily light the tyres up in the process, if you feel inclined.

The big difference is that the 488 is so much more versatile. Now it's as adept at cruising in the higher gears when you're not in the mood to thrash. Noise levels are low and the quality of the interior seems noticeably better, even if it looks far less different than Ferrari claims. I'm convinced that anyone upgrading from a 458 to the 488 will find themselves spending so much more time in the GTB, simply because it has a much broader spread of talents. Unless you absolutely needed back seats, you'd have to find reasons not to pick up that keyless fob (a belated first for Ferrari), rather than the other way around.

Does it have everything its own way? Not quite. On the road, the new lower rev limit (now 7800rpm, compared to 9000rpm) is never an issue, but on track you occasionally miss that extra stretch, and the soundtrack that went with it. Ferrari has worked hard to deliver what it thinks is an authentic Maranello sound, and it's certainly exciting, with hints of 288 GTO and F40. But it's no match for the shriek of the old naturally aspirated V8 – or the V10 of its Lamborghini Huracan rival. But the Ferrari is the far more satisfying car to drive and, like its predecessor, the car to beat in this class. 🇮🇹



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FERRARI

Stars & Stripes

A rare opportunity to sample three generations of super special Ferrari V8s back to back on the same piece of track

Test by Chris Rees
Photography by Michael Ward





You're not obliged to have a racing stripe down the centre of your Ferrari 458 Speciale, but it kind of goes with the territory. Yes, the Speciale is a road car, but this super-focused machine has one axle firmly on the race track.

Which is just as well, because we've brought the 458 Speciale to the track, where it's about to face its direct forebears in Ferrari's 'special-series' line: the 360 Challenge Stradale and 430 Scuderia. All three of these special-series cars are built for circuit driving every bit as much as the road. Each one a serious weapon in its own right. And each boasts its own distinct character.

But the question is, which of the three is the most convincing in its intended roles – which are, according to Ferrari's design goal, based around being used 20% of the time around the track, 80% on the road.

Ferrari is without question the best car brand in the world at building this sort of car. The 360 Challenge Stradale certainly wasn't Maranello's first track-focused mid-engined V8 road offering. Remember the 348 Series Speciale of 1992-1993, which boasted extra power, short gearing, a fatter rear track and grippier tyres (just 115 examples made)? Or the F355 Fiorano of 1999. But the 360 Challenge Stradale of 2003 was arguably Ferrari's first truly resolved – and truly great – special-series offering. The 430 Scuderia of 2007 and last year's debutant, the 458 Speciale, have only cemented this franchise.

The trio of cars here truly represent Ferrari at its best: three successive generations of cars which have come to define the sporting heart of the mid-engined Ferrari – and arguably the very soul of Maranello.



SPECIAL: 458 SPECIALE

In the pantheon of supercars, the 458 Italia has always represented the hard-edged, raw, uncompromising end of the scale – the choice of the enthusiast. Rival machines from Lamborghini and McLaren have their own distinct characters but the 458 has always been utterly focused on one thing: driver involvement.

So to step it up a notch may be considered taking things to extremes, but the Speciale truly sharpens the 458's focus to a hyper-real degree. And that focus is: get rid of weight, add horsepower and improve aerodynamics.

Weight-loss first, then. The Speciale shaves 90kg off in all, 8kg from the engine (aluminium exhaust, carbon-fibre intake), 12kg from forged wheels, 13kg from bodywork, lightweight glass and Lexan engine cover and 20kg from the cabin.

The aero on this car is pretty exotic. Two flaps on the front valance open up above 106mph to reduce drag, then lower above 137mph to shift downforce towards the rear of the car – where there's a unique diffuser with more moving flaps. As well as reducing drag and boosting downforce, it also looks amazing, especially in Giallo Triplo Strato paint (a £15,360 option!) and black stripes.

So to the heart of the matter: the 4.5-litre V8. This may be your very last chance to revel in normally aspirated V8 heaven. With the new 488 GTB adopting turbos, the Speciale's V8 is the pinnacle of the atmospheric engine secondo Ferrari. It's not only the most powerful NA Ferrari engine ever (605hp, or 35hp up on the 458 Italia) but also has the highest

specific output of any road NA engine in history (at 135hp per litre). It does this courtesy of different cams with higher valve lift, uprated pistons with world-highest 14:1 compression ratio, shorter inlet manifolds and low-friction parts.

The raw performance gains may seem marginal: 0-62mph in 3.0 seconds is 0.4 seconds quicker than the Italia, and the 202mph top speed is identical. But it's the way that the Speciale delivers its performance that's so exceptional. The throttle is so responsive that it brings a new meaning to the word 'instantaneous'. And good God, does this engine rev. The redline is set at 9200rpm but it can actually be nudged up to an indicated 9400rpm. And it's an essential part of the experience to spend time here, because the sheer quality of the noise above 8000rpm is unforgettably intense, a terrifyingly vital Janet 'Psycho' Leigh-like scream. Enhanced by the crackling roar of the Speciale's rerouted exhaust, you'll spend your life finding suitable roads to max out the engine. You may need ear-defenders, though: this car is so loud that it fails the Brands Hatch noise test.

The visceral feel is definitely helped by the fact that the Speciale's seven-speed, dual-clutch gearbox shifts up so uncannily quickly when you pull on the lever. Switch the 'manettino' on the steering wheel to Race mode, and the gearchanges are genuinely as quick as a race car's. The flipside is that, even in regular Sport mode, it's hard to relax in the Speciale: this is an intense experience, all of the time.

Same comment applies to the handling. If the regular Italia corners with precision and epic adjustability on



the limit, the Speciale is on another plane again. The steering is light (but not too light) and ultra-direct, while the Michelin Pilot Sport Cup 2 tyres are super-sticky. In fact, after a fast lap or two you can actually see a slick of hot melted rubber applying itself to the tarmac.

The adaptive dampers have their own unique calibration in the Speciale. There are two modes, normal and firm, neither of which is terribly forgiving in terms of ride quality. But you don't climb aboard a Speciale for its ride; the dampers are honed for pin-sharp cornering precision. The sense of balance is sublime. In Sport mode, there's a hint of understeer on turn-in. Switch to Race or Traction Off modes, and the Speciale's unique Side Slip Control (SSC) brain takes over the limited-slip diff and turns you into a

driving god. Well, almost: it flatters you, allowing a touch of beautifully adjustable oversteer, all the while giving you the sense that you're safe and in control. Turn the stability control off and you get the full hero effect – but only if you have the skills to match the car's far sharper transitions.

One word about the carbon-ceramic brakes (with their own unique compound in the Speciale). There's some controversy over carbon brakes in general, but the 458's have less of the 'dead' feel you get in the 360 and 430 (see below) and, once up to temperature, they're utterly fantastic: astonishingly potent and completely fade-free.

Even the cabin lives up to the car's name: special. As standard, it's an ultra-sparse temple to bare aluminium. In 'our' Speciale, optional Alcantara gives it the thinnest veneer of luxury. With ultra-supportive carbon seat shells, carbon door trims and a complete absence of fripperies like gloveboxes, sat-nav or audio, the Speciale's focus is as clear as Lexan.

BELOW: The 458 Speciale represents the ultimate in naturally aspirated Ferrari V8 development





SCUD MISSILE: 430 SCUDERIA

John Reaks bought his 430 Scuderia brand new, happily stumping up the £50k premium over a regular F430. He's a passionate Scuderia fan. In fact, despite taking an extensive test in the 458, he's sticking with his 430 out of choice. It's understandable: the Scuderia has a truly intoxicating sense of rawness and involvement running through it.

At 510bhp, the Scuderia has a mere 20bhp more than the regular 430 (thanks to an uprated intake, exhaust and higher compression ratio). While the torque isn't much higher, either, it's more consistent over the rev range. And the V8 will rev right out to 8500rpm, accompanied by a soundtrack that's very nearly as glorious as the 458's.

The Scud also marked the moment when Ferrari's F1 transmission came of age. Thanks to 'Superfast2' software, the shifts take place in just 60 milliseconds, reputedly as fast as Ferrari's 2004 F1 car. By the way, John has tried out the launch control but it made such a ghastly noise that he's never tried it since. One small criticism to add from me: like the other two cars, the gearbox defaults to 'auto' mode whenever the car is restarted; isn't it more natural to continue in the mode you last selected?

The Scuderia slices 85kg off the standard F430's weight thanks to things like hollow anti-roll bars, titanium springs, lighter bumpers, a Lexan rear screen, less sound-deadening and plenty of carbon-fibre in the bodywork and interior.





ABOVE: The 430 Scuderia's carbon discs are great for the track but need careful warming up for road use

Carbon also finds its way into the brakes, as in the 360 and 458. According to John, you need to 'bleed' the carbon off the discs and pads before they become really usable, by braking hard five times at 0.5g from 130mph, letting it all cool down, then braking again at 2g. Pretty involved! And then, you're then back at square one as soon as you return to regular road use, which all seems a bit silly for a road car. Perhaps unsurprisingly, on the whole John prefers steel discs.

The Scud's Pirelli P Zero Corsa tyres and 15mm lower-than-standard ride are good building blocks for what is a sensational handling experience. Famously, Michael Schumacher helped develop the electronic systems that make the Scuderia feel so special. The regular 430's E-diff combines with the

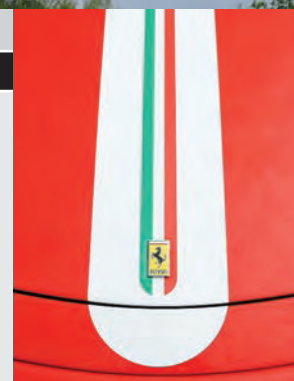
599 GTB's F1-Trac traction control to work together in adjusting the torque. It's most noticeable in Race mode. Entering a corner with slightly too much speed, and the diff can stabilise your line; or, as I discovered with glee, initiate a gentle rotation into oversteer. That it's so benign, allowing you to hoof the accelerator mid-corner and let the rear end slide effortlessly, says a lot for how well it's set up.

As for steering feel, I was surprised to discover that the Scuderia has every bit as much urgency as the Speciale – indeed, its slightly chunkier weighting gives it a superior feel, in my view. The 430's selectable damping means that the ride comfort isn't bad either – again, better than the 458's. And the cabin is seductively well designed too – a definite step up from the 360.



TECHNICAL SPECIFICATIONS

	360 CS	430 SCUDERIA	458 SPECIALE
ENGINE:	3596cc V8 DOHC	4308cc V8 DOHC	4497cc V8 DOHC
BORE/STROKE:	85mm x 79mm	92mm x 81mm	94mm x 81mm
POWER:	425bhp at 8500rpm	510bhp at 8500rpm	605bhp at 9000rpm
TORQUE:	276lb ft at 4750rpm	347lb ft at 5250rpm	398lb ft at 6000rpm
TRANSMISSION:	6-speed electrohydraulic manual	6-speed electrohydraulic manual	7-speed electrohydraulic manual
BRAKES:	Carbon-ceramic discs front/rear	Carbon-ceramic discs front/rear	Carbon-ceramic discs front/rear
DIMENSIONS:	4477/1922/1199mm	4512/1923/1199mm	4571/1951/1203mm
TOP SPEED:	186mph	198mph	202mph
0-62MPH:	4.1 secs (claimed)	3.6 secs	3.0 secs
WEIGHT:	1180kg	1350kg	1395kg
PRICE WHEN NEW:	£136,630 (2004)	£176,828 (2011)	£208,090 (2015)
OWNER:	Costas Michael	John Reaks	Ferrari Northern Europe





ABOVE: The 360 CS was the first of the super-focussed V8s and sounds absolutely awesome when the engine is run up to 8500rpm

CHALLENGING: 360 CS

Michael Costas has owned 360s and 430s in the past, but always knew the Challenge Stradale was “the one to get.” This 2005 example is an ex-track day car, and has clearly been properly used. As Michael says, “People are scared of buying track day cars, but that’s what turned me on. I’m not precious about my cars; driving them is what it’s all about for me, and I do around 5000 miles a year in this 360.”

The 360 Challenge Stradale was the true launch point for Ferrari’s string of super-focused cars we see here – and like the others, the 360 CS’s mantra is extra

power (200hp), less weight (1100kg) and sharper handling/braking. This is a car of exceptional purity: one that feels really at home on the track.

The tranche of changes on the CS cost the original owner £30k extra. Of all of them, it’s the way that the CS delivers its power that really makes it feel so special. The throttle response is light-speed fast, and the sound from the less-restrictive exhaust at full pelt at high revs is the stuff of neck-hair Armageddon.

Building speed around the track, the first big difference I notice between the 360 and the later cars is its F1 gearbox. When you flip the paddles, the



response isn't nearly as quick as it is in the Scuderia or Speciale, but it's still an undeniably scintillating experience. Another difference is that you don't have nearly the same array of adjustability in the 360's systems as the other cars; for instance, the ASR traction control system is either on or off.

What's also immediately apparent is that the CS set-up is very hard. You feel every bump, and you hear every noise – and there are lots of these. That's not just because this example is a high-mileage, ex-track day car, but because the Strad is a living machine, clunking and clacking and chattering away to you. The steering is somewhat slower than the more modern pair's, and when you combine that with not having so many electronic aids, it initially makes you feel less confident on turn-in. Switch to Race mode, though, and the car feels beautifully tight and superbly adjustable.

Inevitably, we have to talk about those carbon brakes. They were cold as I started my drive, which isn't what you want. Press the pedal and at first you get very little effect. Press them repeatedly, or increase the pressure and there's a moment when they'll come in hard, which can take you by surprise. That was my precise emotion when I braked for a corner and the discs suddenly bit on turn-in, and the resulting oversteer was, er, interesting to say the least.

VERDICT

Driving three of the most desirable, sharply focused cars from Maranello on the track: I could hardly wish for more. But I'm told I have to decide which one I'd take home. Tough job.


In cold, scientific terms, there's a clear winner, one that's revealed by Ferrari's official lap times around the Fiorano test circuit. While the Challenge Stradale laps it in 1min 28sec, the Scuderia takes 1min 25sec and the

458 Speciale just 1min 23.5sec. Objectively (and indeed subjectively), the 458 is clearly the champion of speed.

But a driver's car is about so much more than mere lap times, isn't it? It's about feel, feedback and reward. And it's hard to convey just how different the 360 CS feels from the two more modern Ferraris. While the Scuderia and Speciale seem to have been cut from very much the same cloth, the CS feels a totally different machine, from a totally different era. The best analogy I can think of is the difference between a beautifully crafted wind-up Swiss watch and an app-happy smartphone that gives you everything at your fingertips. The 360's analogue quality appeals to the purist in me: the CS is a superlative driver's car, with easily the keenest sense of edge and rawness of feel – the perfectly pure car, in fact.

The more modern pair feel more composed, and in the final analysis are surprisingly hard to separate. I admit I was taken aback at just how good the 430 Scuderia feels alongside the 458 Speciale – and it's arguably better than the 458 in some regards, such as steering feel and ride quality.

But I simply can't escape the obvious. The 458 Speciale really is something special – not just in the company of this test, but among all current mid-engined supercars. It starts with how it looks, how the cabin feels, how it sounds when the rev needle hits 6000rpm. By the time you've explored Race mode and felt the utterly involving chassis give its best on the track, you find yourself swept away by the high-resolution, hyper-focus of it all. 'Speciale' is a woeful understatement of how the sharpened-up 458 makes you feel. Special? More like superhuman.

And like the Speciale, you'll need to move fast, should you desire one (and of course, you do desire one). Word is that the very last 458 Speciales will be built in September. Get in there now. 

BELOW: Ferrari Northern Europe's press car poses next to a customer's 'NART' liveried version



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Racing Yellow

We drive an iconic Ferrari 250 Testa Rossa with an extensive racing history in both period and historic events

Test by Ed McDonough
Photography Phil and Michael Ward



Then the aural input, that sound as the 12 cylinders roar to life. At low revs the warming up process is much more a series of distinct growls than the high pitch wail associated with the V12. That comes later.

The instructions were to be firm with the clutch, give it some revs, then let it out – “it’s not temperamental”. And it’s not. Select first, blip it to 1500rpm and let the clutch out in one steady movement and it moves smoothly away. Through the chrome gate neatly into second, then third and we take our first cautious laps on to the track and down the first straight. This is to get the car warmed up, to get the feel of the gearbox and the brakes, and to let the camera car stay in touch. What a temptation!

The outer circuit turns briefly right and then dips and turns downhill and left, and starts a very long left with the safe line running down the middle of the track. In fourth the revs build as the car swings off the final part of the bend into the long return straight and the run to the banking at the end.

My concentration is on keeping the car lined up in the right spot for the action shots from the camera car. It’s not easy as the Editor bounces wildly around in the boot trying to direct and aim at the same time. I ignore him mostly, and focus on the car. I realise that this car is easy to drive. It revs effortlessly, and you can hear what it’s doing down under that shapely bulge. But we’re not over 4000 at this point and next time round we open it up.

A sharp left after the banking and a quick succession of tight lefts and rights draws the Ferrari deeper into the woods. A quick downhill right in third gear and I’m facing a short but steep – and blind – hill. The exhaust resonates off the sides of the deep gully and the car goes a bit light at the top. But there’s no panic, as everything works perfectly. The brakes are progressive and effective – no tricks here. The car drops just as suddenly as it rose through another series of flicks and noses left out on to the back straight of the outer circuit and after a few laps heads for the paddock. This is a civilised car.

We rolled into the banking a bit quicker on the next lap, keeping higher, and letting the engine rev freely

to 5000, 5500 and then 6000 before the cautious move to fourth off the end of the banking and down the straight. 6000rpm may not seem that impressive by today’s standards but this was already into the yellow and the red line was at 7200 where maximum power of 300bhp was recorded.

Whizzing past the staring onlookers, the car lined up for a medium right/left. Still in fourth, the steering is precise and light, but with confidence inspiring feel. My left hand moved round to the top of the wheel which didn’t move as I steered it round with the throttle at 85-gomph.

The sound of the muted wail follows the curves of the tail into the corner and shouts back at the distant spectators. The rest of the lap becomes a blurred rush to come round and see if that sensation is repeatable. Quicker this time up the straight on the run to the banking. Fourth gear and the needle moves up to 6200. With the ratios in the car, what does that work out as? Later it emerges as something around 150. This Testa Rossa is nearly 40 years old and flying like it was new.

A touch of understeer is detected and a sixth sense signals this might well become oversteer pretty quickly, and it does. This would be a big shunt if you weren’t ready for it, but you apply the brakes when it’s straight, take off some speed and the rear comes around fully under control. This is absolutely what racing this car was all about.

Then the testing is over. I see an imaginary flag being waved by one of the Commendatore’s men, signalling lunch is ready. While the stills are being shot, I find myself walking round and round the car. It’s almost impossible to take one’s eyes off it. I can’t stop smiling.

HISTORY OF 0738

According to Joel Finn we can say that the number of cars built in 1957/8 as Testa Rossas with pontoon fenders was 21. Of these the standard production customer cars amounted to 19, but some works cars were fitted with an enveloping front end treatment. Of course, the word standard should be taken with a very liberal view, as with all things involved with Italian racing car constructors no two cars were wholly identical.





We trip over ourselves almost immediately when beginning to investigate the life, or lives, of the TR58 we have featured here, which had three. The whole of the car's record is known so that we can say that chassis number 0738 has a genuine long-term history, but it's not as simple as that – well it wouldn't be, would it?

The car was ordered from the factory early in 1958 by Jean Louis Lacerda of Brazil who ran a highly respected racing team there by the name of Escuderia Lagartixa, which, literally translated, means 'stable of the lizard'. Joel Finn states that the car was built with right-hand drive but from the small amount of contemporary photographic evidence available it would seem that it was in fact equipped with left-hand steering, certainly during its racing life. Assessing the competition history of the car is extremely difficult as, using the Venezuelan Ferrari importer Carlos Kauffman, a second used TR was purchased which actually turned out to be ex-works chassis 0726.

Luciano Della Porta took seventh place with 0738 in the 1960 Tijuca Grand Prix in Brazil and entered the President's Grand Prix of Sao Paulo in the same year.

0738 led a charmed life compared to its stablemate 0726, which was actively campaigned at events throughout South America right up until 1961, when Lacerda decided to stop using the car as a racing car and started using it as a very hairy fun road car around Sao Paulo where the family lived. 0726 had by now been virtually cut up and all that remained of it were some pieces of chassis. Meanwhile 0738's owners were so attached to the car that it was regularly used on the road, but the inevitable happened and gradually, Scaglietti's wonderful bodywork began to break up and fall apart.

By 1962, with the car four years old and suffering from lack of body maintenance, the family simply didn't want to throw it all away, so a decision was made to ship it to Italy where Carrozzeria Drogo fitted a proper road sports car body to the chassis. This was not

BELOW: Although painted yellow this is not Garage Francorchamps livery but the colours of Brazil, the home country of its last long term owner







unusual, Drogo rebodied a number of racing Ferraris in the '60s and this one reappeared with somewhat '62 GTO-like lines. Everything else on the car was original with chassis, engine, transmission and suspension being transferred complete. The only change was to fit disc brakes, which is something the works had done to TR59s anyway.

The car was to have a second competition life in Brazil being used for several years until it was sold in the early 1970s. The charmed life continued for earlier owner Camillo Christofaro repurchased the car, taking it back to Sao Paulo where it was returned to road use until the early 1980s. By 1988 English collector Nick Harley heard about the car, went to Brazil, and successfully negotiated its purchase. Back it came to Europe, a total restoration was carried out and a new body in the 1958 style was constructed. Was it right to return the car to pontoon fendered form? It is extremely doubtful if any existing TR58 still has its original body and I think this is answer enough.

In 1996 0738 was acquired by Talacrest for collector Carlos Monteverde and has been owned and raced by him ever since. 🇮🇹

Editor's note. While the photography in this feature was undertaken at Italian circuits, Ed McDonough's test drive was at Longcross test track.





1962 FERRARI 250 GT SWB BERLINETTA SPECIALE



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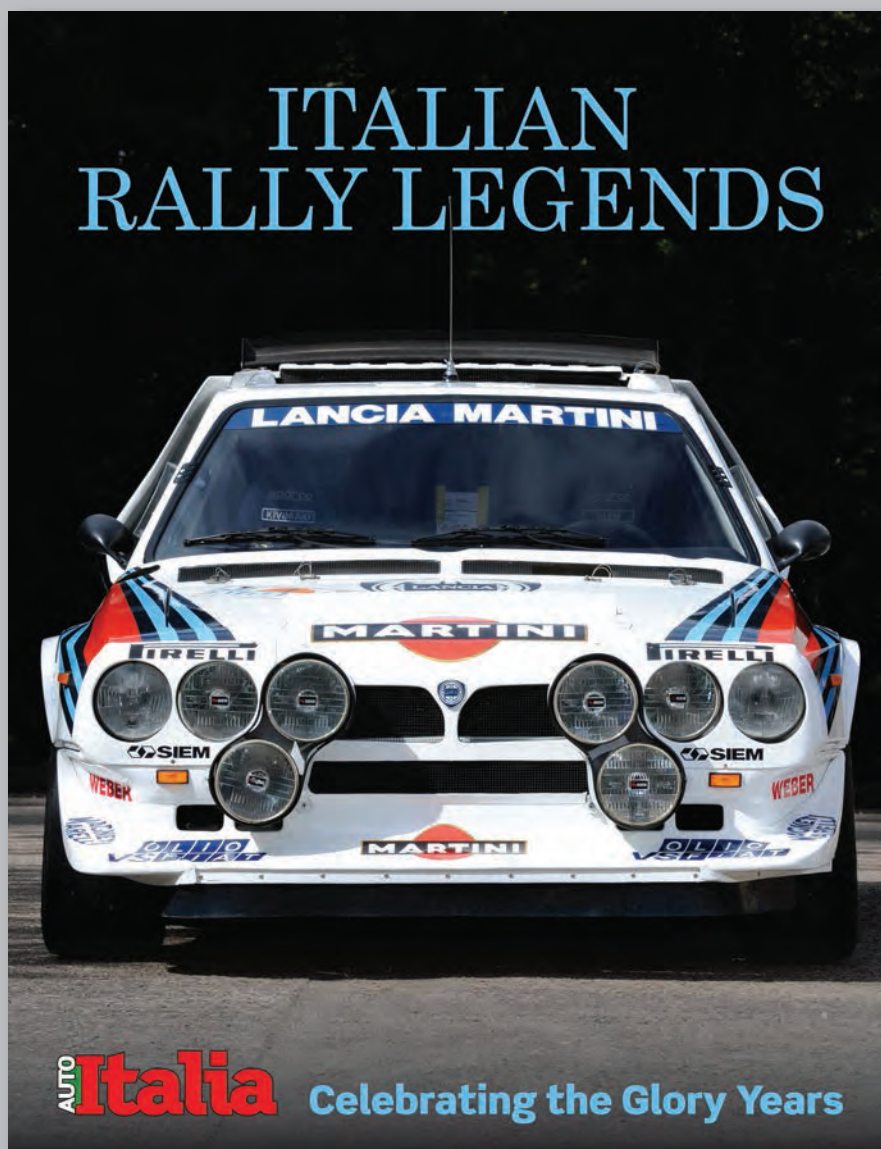
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An Open and Shut Case

Forty years on, both versions of Ferrari's classic baby are as enchanting as ever

Test by Simon Park
Photography by Michael Ward

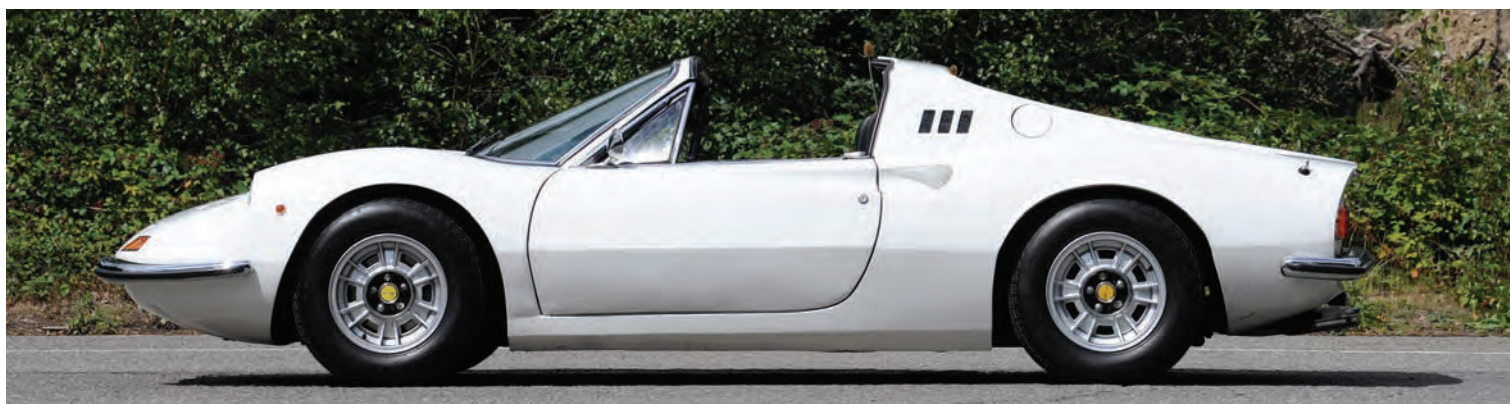
Any selection of the world's greatest views – Ayers Rock at dawn, the Taj Mahal at dusk, Felicity Jones anywhere, any time – must surely also include that from the driving seat of a 246 Dino, framed by the evocative swellings of those sensuous front wings. Leaving aside any Freudian connotations, they do concentrate the mind wonderfully on the road ahead, just as the heart responds to the sounds behind when you fire up that wonderful V6. Such is the enduring appeal of the Dino – it comes at you from all angles.

The history of the Dino is familiar enough, beginning with the premature death in 1956 of Alfredo 'Dino' Ferrari, who bequeathed his nickname to the four-cam V6 engine on which he had been working with the great Vittorio Jano. In the years that followed, Ferrari's need to produce 500 examples of the V6 for Formula Two racing in 1967, Fiat's need of a suitable engine for a new range-topping GT car, the on-track success of subsequent sports-racing Dinos and Maranello's growing interest in offering a road-going competitor to Porsche's 911 are all significant elements of the story, which culminated in the 246GT and GTS.

Pininfarina never publicly credited their individual designers, but it's now generally accepted that this first road-going Dino, one of the most distinctive shapes in the entire repertoire of Ferrari road cars, was the work of Aldo Bravarone, although Leonardo Fioravanti is thought to have had some input, too. And even though it might lack the breathtaking beauty of the original 166/206P racer, it remains a shape that launched a thousand (or more) automotive love affairs.

The Commendatore's stubborn refusal to respond to arch-rivals Lamborghini and produce a full-blooded, V12-powered mid-engined model resulted in the V6 Dino being the first such road car to emerge from Maranello. The first prototype, the 206GT Speciale, appeared at the Paris Salon in 1965, followed by the fully-fledged production version at the Turin Show two years later. Pininfarina's design was, as usual, brought to life by coachbuilders Scaglietti and the little coupe certainly caused a stir, with its all-alloy 1987cc V6 mounted transversely right behind the two seats, five-speed gearbox in parallel behind it, state of the art double wishbone and coil spring suspension at both ends and (a Ferrari 'first') rack-and-pinion steering.





Clothed in aluminium, it weighed in at 900kg; but even with 180bhp at a hearty 8000rpm on tap the Dino would struggle against the hottest 911s, and work on an upgraded version began in very short order. The 2418cc 246 made its debut at the 1969 Geneva Salon. With the extra 400cc came a modest 15bhp power increase, but also, more significantly, an extra 27lb ft of torque peaking a full 1000rpm lower. But with its voluptuous coachwork and the V6's block now crafted in sheet steel and cast iron respectively, rather than aluminium, there were another 200-odd kilograms to be hauled around, too. Still, performance was improved, as was driveability. The definitive Dino had arrived, and in 1972 it was joined by the Spider variant, aimed foursquare at Porsche's Targa models.

From the start, the road cars were denied the Ferrari badge, having to make do with 'Dino' alone. As a result, there would always be a proportion of the tifosi who viewed them with a certain disdain. Dinosaurs now are gilt-edged, heading onwards and upwards well beyond a quarter of a million of our English pounds; but 30 years ago things were very different. To many, they were the poor man's not-really-a-

Ferrari, considered too heavy, too slow – and likely to be as rotten as the proverbial pear.

True, they weren't super-quick by Maranello standards and, yes, they did have a tendency to dissolve in front of your eyes (any Ferrari restorer can bore you rigid with horror stories). But that didn't stop some 700 RHD cars of both types coming to Britain, and only the most blasé, power-obsessed owners failed to succumb to their charms. Now, with prices rocketing, most of the remaining cars have been expensively restored. But not these two – both are original, unrestored examples, which must make them virtually unique.

Mark Cooper, a man with lots of Ferrari experience, including an F40, has owned his yellow 1971 GT for a couple of years and admits to finding it more to his taste now than its fearsome twin-turbo descendent... Marcus Pishiris had been looking for a GTS for some while when this white example came up nine years ago; and when he discovered that it was first registered on his birthday, April 19th 1973, it was something of a no-brainer...

My last Dino 'fix' was in the magical 206P racer, 'La

ABOVE: Marcus Pishiris' Oh-so-pretty white 246 GTS is largely original and was once used as a daily driver



DINO 246GT AND GTS





Piccola', on track at Donington some years ago (see Auto Italia issue 133), the road-going models having eluded me for even longer; so I couldn't wait to get going. Let's start with the door handles – a very good place to start: just exquisite. Inside, there is a surprising amount of room, and while the distinctive inverted wrap-round rear window isn't particularly pretty, it is a clever way – along with the rear quarter-lights – of getting a lot of light into the cabin, adding to the feeling of space and helping to avoid the claustrophobic ambience of so many mid-engined interiors.

And this is the classic Ferrari cabin, devoid of unnecessary clutter – just simple shapes and textures. The Alcantara-type black suedette; the beautifully engineered and elegant sliders; the full set of eight dials in the distinctive flat-oval binnacle, which are paragons of clarity; the exposed gate for the long chrome gear lever topped by a simple black plastic knob – these have never been bettered and, to my eyes anyway, are matched only by the similarly nonsense office of the F40.

It's a somewhat quirky, splayed-legs driving position, with centre-offset pedals and a slightly bus-like wheel angle, but you soon get used to it. Turn the key, and the first thing you notice, as in any Dino V6 installation, is that characteristic, eager whine, which dominates all the other assorted whirrings, rustlings and raspings from cams, chains, tappets, etc, until north of about five thou, where it cedes to an altogether beefier, bellowing roar – all utterly distinctive, utterly addictive. Unfortunately, in Mark's GT, the rev counter had been causing some electrical mayhem and was temporarily disconnected, so I erred on the side of caution.

The gearchange has quite short throws front to back, but needs rather more careful lateral guidance, even with the open gate. Having the top four in the 'H' is ideal with an engine such as this, and the ratios are perfectly spaced. And while 0-60mph in around 7.0 secs sounds pretty pedestrian these days, the urgent, eager manner of the Dino's going, and the attendant

noises, render figures superfluous. There's good, useable power from around 3000rpm, with the red line still nearly 5k away... If you don't wear a silly grin while accelerating in a 246, you have no soul.

That beautiful classic wheel controls steering which, like the throttle and the brakes, is a model of progressive perfection – ideally weighted, giving lots of feedback from what is one of the great Ferrari chassis. The sophisticated suspension is a model of Modenese cohesion – stiff, yes, but supple, masterfully damped and capable of delivering a ride/handling balance that was beyond the reach of its contemporary V12 siblings. The ride is perhaps the biggest surprise – firm, but never jarring and capable of soaking up everything you could reasonably expect to meet on a public road surface (well, perhaps not our uniquely 21st-century British potholes).

It's yet another reminder of just how nice properly tall tyres are (or were). The 70-profile Michelins not only enhance the ride but are more than capable of holding their own against the Dino's formidable cornering forces, offering a level of grip which the modest power is hard pressed to break. Entering a fast bend with the taps open and some lock on produces the expected lateral 'push' into mild understeer; but any subsequent lift-off never threatens full-blooded oversteer, either, just a mild tuck-in. It's here that the Dino exemplifies the very best attributes of a properly engineered mid-engined car better than any that had come before it – and a good many that were to follow.

So, time to move al fresco. With the roof off, the GTS is easier to enter, since this can be achieved elegantly in a single, downwards diagonal trajectory rather than the ungainly right-angle hokey-cokey demanded by the GT's low roofline. The only significant difference you notice when aboard is that the rev counter – which does work here – has moved and is now on the left-hand side. With that there to rely on, I pedalled a bit harder, the V6 singing its heart out, the grin even sillier...

Otherwise, nothing much changes. There's no

BELOW: Mark Cooper's low mileage Dino 246 GT was a real find, the bodywork is pretty original and the badging is correct



TECHNICAL SPECIFICATIONS

FERRARI DINO 246 GT/GTS

ENGINE:	All alloy, 2ohc, 65° V6, mid-mounted
CAPACITY:	2418cc
BORE X STROKE:	92.5mm x 60mm
COMPRESSION RATIO:	9.0:1
FUEL SYSTEM:	3 x Weber 40-DCNF twin-choke
POWER:	195bhp @ 7600rpm
TORQUE:	165lb ft @ 5500rpm
TRANSMISSION:	5-speed plus reverse, rear-wheel drive
BODY/CHASSIS:	steel / tubular steel
BRAKES:	10.6in discs all round, inboard at rear
WHEELS:	14" Campagnolo alloys
TYRES:	Michelin XWX 205/70 VR14
SUSPENSION:	Independent, double wishbones, coil springs, anti-roll bars (f & r)
KERB WEIGHT:	1180kg
TOP SPEED:	150mph (approx.)
0-62MPH:	7.0sec (approx.)



buffeting, no draughts, and the Spider feels just as tight and composed as the coupe. It handles every bit as well, with not a trace of scuttle shake. Initially surprising, perhaps; but then it isn't a full convertible, with all the structural compromises that usually implies, and the chassis frame takes most of the strain.

Most people nowadays seem to prefer the original purity of the coupe's lines to the compromised, flat-top superstructure of the GTS which, with its roof in place, is also rather more claustrophobic due to the lack of rear quarter-lights. Roof off, the opposite applies, of course. But prices have apparently closed up, the GTS no longer commanding a significant premium over the GT; which is good news if, like me, you happen to prefer the Spider's looks and enjoy the sun on your bald patch.

And to this old Lancia hand, with a lot of Stratos miles under his belt but relatively few in Dinosaurs, it was reassuring to climb aboard these two and quickly realise that you weren't about to become involved in unarmed, white-knuckle combat with a feral road-racer intent on reducing you to a nervous, sweat-soaked wreck or, worse still, to your component parts. Longer and heavier than the pugnacious, unforgiving Lancia, the Dino's gentler 'user interface' – and in particular, its higher polar moment of inertia – produces an altogether more manageable, relaxing *modus operandi* – and considerably lower blood-pressure.

And, unless you are a rally driver (and, therefore, bordering on the clinically insane), you will be more than happy about this. I certainly was, after my all too brief re-acquaintance with these 'not-really-Ferraris'. As I said after my dalliance with 'La Piccola' at Donington, 'a little bit of my heart will be forever Dino'. And so it is. 🇮🇹





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FORCED SEDUCTION

Alfa Romeo has an illustrious record with forced induction classics. We drive three turbocharged Alfas, one each from the 1970s, '80s and '90s.

Test by Chris Rees
Photography by Michael Ward



Stare into the crystal ball of engine technology in the future, and all you'll see is turbos. Pretty soon, every single internal combustion engine will have a turbo strapped to it. This turbo turnaround is a comparatively recent phenomenon. Indeed, some car brands were completely shunning turbos in petrol engines till very recent times – I'm thinking Honda, BMW and, to a certain extent, Alfa Romeo.

But if the words 'Alfa' and 'turbo' feel wrong in the same sentence, a brief look at the history books should inform you otherwise. From blown sub-2.0-litre tax-break specials for the Italian market to the current crop of oil-burning turbodiesels, dozens of Alfa models have had their induction forced.

And it's a genre worth celebrating. So when we heard that one man owns no fewer than three pioneering turbocharged Alfas from three different decades, we turned the boost up to 11 to meet up.

Stephen Agoston got into Alfas in his teenage years in South Africa and has owned Alfas ever since. "After our first child, I needed a four-door car and grudgingly bought a 155 2.0 16V as a daily driver, and to my surprise, I actually enjoyed driving it. I then joined the alfa155.org forum and discovered existence of the mythical 155 Q4."

He bought one (in fact, he's had three Q4s now) and loved it, so he started exploring other Alfa turbo models. Very quickly, he discovered that surviving early Alfa turbos are almost impossible to track down. Imagine his excitement, then, when a legendary collection of Alfas came up for auction through Arctural at the 2014 Retromobile show in Paris. Among a smorgasbord of utterly droolworthy Alfas were two turbo pioneers: an Alfetta GTV Turbodelta and a 75 Turbo Evoluzione.

"GTV Turbodeltas very rarely come on to the open market," says Stephen, "in fact this is the only time I've ever seen a road-going Turbodelta for sale. I immediately called Alex Jupe and twisted his arm to go to the auction, and inspect and bid on the cars on my behalf. The rest, as they say, is history."

The cars certainly weren't cheap – the GTV went for €36,952 (around £27,000) and the 75 Turbo for €28,608 (a little over £20,000), but for such rarities, that's clearly a price worth paying. Each one is very special – but how do they compare?

ALFETTA GTV TURBODELTA

Right at the tail end of the 1970s, the turbo era was only just dawning. Saab launched its 99 Turbo in 1978, while Renault was busy engineering the world's first truly mass-produced turbo car, the 18 Turbo. So it was into a world a-flutter with the possibilities of turbocharging that Alfa boldly launched, in 1979, a true pioneer: Italy's first-ever turbo road car, the GTV Turbodelta.

Since turbocharging was something Alfa Romeo needed for Group 4 rallying (a short-lived exercise, as it turned out), it had to homologate at least 400 road cars. Autodelta was tasked with developing the GTV Turbodelta; production cars would be sent from the production line in Arese to Autodelta for modification, and were then delivered back to the factory for final checks.

So what were those Autodelta mods? The GTV's 2.0-





litre engine received new pistons, liners and camshafts, while it also got a metal head gasket, new radiator, electric fuel pump and exhaust system. Most importantly, of course, was the turbocharger. Autodelta conceived and designed the installation of the turbo (a KKK unit) with pressurised twin Dell'Orto 40H carburettors mounted downstream of it.

The matt black bonnet is unique to the Turbodelta, featuring twin louvres to force cooling air into the engine bay. Two triangular cut-outs in the front arches take hot air away, in a fairly crude fashion. Equally crude are the sawn-off front grille bars, apparently totally original. No surprise, then, to learn that overheating was a common problem with the Turbodelta, and caused quite a few reliability issues. Other Turbodelta changes included an uprated clutch and Autodelta badges on the front wings.

Stephen's car is a fantastic, rust-free, completely

original car with very few miles on the clock. It's never been welded, and even came with the original 1970s tyres on it when he bought it. It has, however, had some respray work done and the, er, distinctive rainbow Autodelta side decals are missing (which some might say is a benefit...).

Of the three cars here, this ultra-rare pioneer was definitely the one I was most intrigued to drive. Since it dates from the early days of turbocharging, it's perhaps no surprise to discover that it has a lotta lag. Put your foot down and the single turbo has a good long think before waking up (although having driven a BMW 2002 Turbo, I can say the Alfa has far less of an on/off feel). I was pleasantly surprised to discover that, once the turbo has spooled up past 2500rpm, the power delivery is remarkably consistent. And it sounds great, too, with a classic turbo 'wiffle' your constant companion.

ABOVE: The Autodelta-prepared Alfetta GTV was the very first Italian production car to be turbocharged





ABOVE: 500 Evoluzioni were produced in 1987 to homologate the 75 for racing in Group A

What you don't get, though, is any real turbo 'kick'. The maximum turbo boost is a modest 0.7bar, and the power output in this road-going Turbodelta is a mere 150bhp at full chat – just 20bhp higher than the regular GTV – so it's hardly devastatingly rapid. It's the torque that really impresses in this car, however: the peak of 170lb ft is considerably more than the regular GTV, and delivered at much lower revs (3500rpm).

Yes, this is a pretty primitive turbo by modern standards, but the car itself is utterly beguiling to drive. Easily the most softly sprung of the trio, the GTV does roll a fair bit through corners, but its inherently balanced handling means you can really exploit the turbo power.

In fact, I've never driven a GTV that feels as nice as this. It feels like piloting a brand new car – just one that happens to have been built in the 1970s. It's mechanically super-tight, and just as it left the factory.

With just routine maintenance, Stephen even reports that it's totally trouble-free. In short: it's a little gem.

75 TURBO EVOLUZIONE

Wow, could you get any more 1980s than this? Someone at Alfa really went wild with the bodykit-and-decal toolkit, the colour-coding man got paid serious overtime (Red Campanatura rims, mmm), and of course it has a full-on slug of turbo action. You just can't get any deeper into the throbbing heart of 1980s machismo than this.

Welcome to the heady world of the 75 Turbo Evoluzione – another homologation special, this time for Touring Car racing. Alfa built some 500 in 1987. Mechanically, it used a 1.8 engine with its bore reduced from 80mm to 79.6mm to keep it in the sub-3.0-litre class, plus a unique exhaust system.

Looking around the car, there are lots of other





special bits on it. For instance, the rear anti-roll bar is adjustable by means of a second mounting hole on the De Dion tube. The front uprights are different, too, and not even the same as the SZ's (as is sometimes stated), while the wheel bearings and front anti-roll bar are also bigger. And who can miss the unique fibreglass body addenda?

Stephen's 1987 example has just 69,000km on the clock and looks pristine. However, it hasn't been entirely well behaved since he bought it in 2014. On its way to its first MOT, it promptly blew a head gasket. Further inspection by Alex Jupe revealed that there were bits of metal from a presumably disintegrating turbo in the inlet manifold, and a stripdown revealed a cracked exhaust manifold (a bigger, uprated unit unique to this car). Finding an original replacement proved impossible, but eventually Alex got Jim Stokes to repair and weld up the original part.

Start her up and the engine note is gruff, while the sound from the single exhaust is uniquely raspy. I glance at the turbo gauge and raise an eyebrow at its calibration all the way to 2.5bar, but this turns out to be more 1980s bravado. Current boost is set at a modest 0.5bar, but it can apparently be turned up as high as 1.0bar. There's clearly something still not quite right in the turbo department, as it feels very flat at certain points in the rev range. As a result, it's perhaps not fair to criticise what seems like lacklustre straight-line performance, but even if it was perfect, its official

output would still be a modest 155bhp.

The inherent handling balance is typically Alfa 75. It tucks in beautifully and stays on course very confidently, with plenty of grip on offer from the Toyo 205/50s fitted to this car. The steering is particularly stiff, however, and there's some lurch in evidence if you do need to alter the steering angle in mid-corner. Overall, the impression is of a bit of a bruiser. Well, what do you expect from a 1980s bad boy?

ABOVE: Modifications to the 75 to suit Group A regs included the suspension set-up, brakes, wheel bearings and anti-roll bars

155 Q4 WIDE-BODY

An Alfa 155 Q4 wide-body? I'm going to confess here and say I didn't even know this car existed before seeing Stephen's 1995 example. Narrow-body (first-series, 1992-1993) Q4, yes – after all, that was imported to the UK, albeit in tiny numbers (16, to be precise). But post-facelift wide-body? In my defence, the Q4 WB was never offered in the UK, and it's exceedingly rare – of the 2701 Q4s made in total, estimates of the number of wide-body cars built vary between 110 and 500. And just three currently live in the UK.

What we're effectively looking at here is a Lancia integrale with Alfa-shaped clothes on. You can perhaps guess as much from the HF badges that have been added to the front wings...

In standard form, the Q4 had the same 190bhp 2.0-litre Garrett T3 intercooled turbo lump as the integrale, as well as the Lancia's permanent four-wheel drive





TECHNICAL SPECIFICATIONS

	ALFETTA GTV TURBODELTA	75 TURBO EVOLUZIONE	155 Q4
ENGINE:	1962cc in-line four dohc turbo	1762cc in-line four dohc turbo	1995cc transverse four dohc turbo
BORE X STROKE:	84mm x 88.5mm	79.6mm x 88.5mm	84mm x 90mm
COMPRESSION:	7.1:1	7.5:1	8:1
FUEL SYSTEM:	Dell'Orto DHLA 40G twin carbs	Bosch Jetronic LE2 fuel injection	Marelli IAW fuel injection
POWER:	150bhp @ 5500rpm	155bhp @ 5800rpm	186bhp @ 6000rpm
TORQUE:	170lb ft @ 3500rpm	166lb ft @ 2600rpm	216lb ft @ 2500rpm
TRANSMISSION:	Five-speed manual, rear-wheel drive	Five-speed manual, rear-wheel drive	Five-speed manual, four-wheel drive
BRAKES:	Solid discs	Solid discs	Ventilated discs (front); solid discs (rear)
SUSPENSION:	GTV - Transverse arms, torsion bar, anti-roll bar (front); De Dion rear axle, Watt linkage, coil springs, anti-roll bar (rear) 75 - Transverse arms, torsion bar, anti-roll bar (front); De Dion rear axle, Watt linkage, coil springs, anti-roll bar (rear) 155 - MacPherson struts, coil springs, anti-roll bar (front); trailing arm, coil springs, anti-roll bar (rear)		
TYRES:	185/70 HR14	205/50 VR15	205/50 ZR15
TOP SPEED:	127mph (claimed)	130mph (claimed)	140mph (claimed)
DIMENSIONS:	4205mm (L), 1660mm (W), 1330mm (H)	4360mm (L), 1660mm (W), 1400mm (H)	4443mm (L), 1700mm (W), 1402mm (H)
FUEL CONSUMPTION:	29.7mpg (combined)	33.6mpg (combined)	28.9mpg (claimed)
0-62MPH:	7.8sec (claimed)	7.5sec (claimed)	7.0sec (claimed)
WEIGHT:	1080kg	1150kg	1445kg



system. Stephen's example, which he bought from a Dutch owner (who was using it as an everyday car – hence the towbar!), has been mildly modified. In the engine department, it's got a Squadra chip and stainless steel exhaust manifold, so its output is now around 230bhp. The original 15in wheels have been swapped for 17in Team Dynamics alloys to clear uprated Brembo brakes and Koni/Eibach suspension.

This set-up is really geared up for track use, and the Q4 certainly feels at its happiest being given the full bananas around our test facility. Although heavier than the integrale, the tuned lump means the Q4 has massive urge in the mid-range. Dwindling boost at the top end encourages you to short-shift and ride the crest of a true tidal wave of torque. Luckily, the five-speed 'box is pleasantly light and positive, although the clutch is pretty juddery when you're setting off from standstill.

On the 215/40 ZR17 tyres fitted to this example, grip levels are prodigious. Grasp that big, chunky steering wheel and the Q4 likes nothing more than to be hurled into bends, with the three-diff permanent four-wheel drive giving you enormous confidence.

Of the Q4, Stephen concludes: "It's extremely rare and under-appreciated. Although virtually identical

mechanically to the integrale, its value is around half that of the Lancia, probably due to its lack of rallying pedigree. My car is probably worth around £8000."

So the Q4 is the bargain of the trio, but which one would I take home, given a free choice? That's an easy one to answer: for its charm, its flawlessly original feel and its sheer ability to make me smile, it has to be the GTV. Original, it seems, is definitely best. 🇮🇹

ABOVE: This very rare wide-body 155 Q4 is effectively a Lancia Delta integrale with Alfa Romeo bodywork





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Double Vision

Lancia's twin-engined four-wheel drive integrale test bed is released from captivity and recommissioned

Story by Ruoteclassiche/Fulvio Zucco
Photography by Massimiliano Serra





In 1984 Lancia was working at the Delta S4 four-wheel drive project to race in Group B and to replace the 037 Rally. Although the 037's record of achievements was truly remarkable, to keep up with the competition, or indeed to leave the opponents behind, it was no longer viable to rely exclusively on rear-wheel drive.

Giorgio Pianta – who sadly passed away on April 18, 2014 – was a racing driver, a great Abarth test driver and sportscar tester for the Fiat group. He decided it was time for serious investigation into the problems associated with the use of four-wheel traction and the different driving technique because the house of Chivasso lacked adequate experience in this area. But how? The most obvious solution was to use a production car suitably modified for experimental purposes. Pianta, however, went a most unusual way. Instead of picking one of the many sports models in the Lancia range, such as a Beta Coupe, an HPE or a Delta (which had some points in common with the future S4), he chose to work on an unsuspecting Trevi saloon.

BIMOTORE IS BORN

The conservative 3-volume sedan was derived from the Lancia Trevi, which had lived until then in relative obscurity. Powered by a variety of twin-cam power units the top of the range VX model had a volumetric supercharger. The Trevi VX sold just 3844 units in the two and a half years of production, while the naturally aspirated 2000 and the 1600 were less popular. One Trevi VX, the featured car, was to receive a lion's heart due to a substantial upheaval of its inner organs.

After obtaining the consent of Cesare Fiorio, the sporting director of Lancia's HF racing team, and the collaboration of Pianta's brother Alberto, head of the Chivasso plant, Giorgio set to work. A standard series Trevi VX received a second engine, centrally located in the place where rear passengers would traditionally expect to sit. The additional four-cylinder engine was coupled up with series

transmission and front suspension and the whole unit was attached to a custom-built space frame and welded to the shell. The walls surrounding the engine compartment was carpeted using the same upholstery used for the cabin, to comply with Lancia's typical style, regardless of the fact it was a laboratory car. The structure was stiffened by crossbars and the compartment hosting the second four-cylinder engine had the rear doors welded shut.

The two superchargers were each uprated by around 15bhp thanks to a very simple modification: the pulleys connected to the superchargers were replaced by a smaller diameter version to increase the rotation speed of the compressor. The front exhaust ended along the left side of the car, while the custom-built rear exhaust was located in the tail. To solve the problem of cooling the rear supercharger, the positioning of the production air ducts located on the rear pillars remained but were opened up and outwards to direct the airflow into the engine compartment. Other large air intakes were opened in the rear doors with sheet metal flaps protected by a metal mesh. Cooling, however, remained problematic. The car did not like standing with running engines, although the concept was not conceived for that situation. On the other hand, it was not possible to shut off the rear unit, since the two engines, and particularly the two gearboxes, could only be controlled together by the driver. The accelerator controlled the two carburettors via a primitive 'drive by wire' control, given the absence of electronic development in those years. A custom-built Bowden cable was created to manage the accelerator mechanically, as an alternative. I had a chance to drive the Bimotore earlier in the 1980s and I can confirm that, especially when starting the car from rest, the two engines did not get along well together.

The Bimotore's livery recalls the famous period rally Fulvia HF's with Montebello Red and the central blue and yellow stripes. Once its function as a mobile laboratory was over, the car was retired and is now part of the Lancia Collection.



TECHNICAL SPECIFICATIONS

LANCIA TREVI BIMOTORE

ENGINE:	Twin-cam 4 cylinders in line x2
ENGINE LOCATION:	Transverse, one front + one rear
CAPACITY:	1995cc x2 (3990cc total)
BORE X STROKE:	84mm x 90mm
COMPRESSION RATIO:	7.5: 1
FUEL SYSTEM:	Weber 36 CDA carburettor per engine. Two Volumex superchargers
POWER:	150bhp @ 5500rpm x2 (300bhp tot)
LUBRICATION:	Wet sump
TRANSMISSION:	5-speed gearbox x2, single dry plate clutch x2, four wheel drive
BRAKES:	Superduplex disc brakes
WHEELS & TYRES:	Pirelli P7 195/50 VR 15
SUSPENSION:	Independent MacPherson, coil springs, front and rear anti-roll bars, telescopic hydraulic shock absorbers
DIMENSIONS:	4355mm (l), 1717mm (w), 1400mm (h)
KERB WEIGHT:	1250kg
TOP SPEED:	230km/h.

BIMOTORE IS REVIVED

After 20 years of inactivity we decided to take the Trevi to the Ruoteclassiche circuit at Vairano for dynamic testing. A full mechanical check-up was carried out for the occasion, which meant replacing the two clutch master cylinders, the brake servo and the fuel pumps, fluids, filters, distribution belts, brake pads and tyres. The corroded radiator was replaced, while the carburettors and the fuel tank were thoroughly cleaned. The fuel feed system was checked through. Last but not least, to solve the previous accelerator management problems, we opted to restore the cable control and shut off the onboard electronics. As a result of our operations, the Trevi became slightly more manageable, while the two superchargers were better synchronised, which gave the car a more aggressive temperament.

The engines give their best from 3000rpm upwards, when the urge becomes progressive and full-bodied. The even weight distribution makes the car stable and well balanced, while the braking is effective (in fact, it was one of the better features of the series model). Acceleration from standstill is prodigious and the car can exceed 200km/h well before the first kilometre. This odd Lancia Trevi actually performed much better than expected. 🇮🇹



CLUB ITALIA

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LE MITICHE SPORT A BASSANO

An Italian road rally organised by enthusiasts for enthusiasts

Story and pictures by Peter Collins





I last joined up with this event as long ago as 2003. At that time it was showing signs of a healthy future with many features not normally found in fixtures of this type. Under the organisation of the Circolo Veneto Automoto and headed by the excellent Stefano Chiminelli, Le Mitiche can now offer three days of superb driving, with an entry limited to approximately 100 cars, with good hotels, superb organisation and almost hassle-free motoring.

The Circolo's greatest asset is that it consists of a passionate group of club members who just want to organise the best event of this sort that they possibly can. In addition they are non-profit making and this is reflected in the cost, so there are no horrendous entry fees.

This year's format started with scrutineering and formalities in the small town of Romano d'Ezzolino just outside Bassano del Grappa in the Veneto. The regulations require that entries must consist only of open cars – barchettas, spiders, cabriolets and sports racers – with a date cut-off of 1960.

This year the oldest car was Venanzio Fonte's Alfa Romeo RL Targa Florio of 1924, a fabulous piece of kit which I had the pleasure of running behind up the Passo Manghen on the first day until its owner found it had too long gearing for mountain work and, next day, substituted a more touring example of Arese's handiwork. It also had an explosive exhaust which was sheer music, but which the owner also suggested "You wouldn't want to take it to church on a Sunday...."

Eddie McGuire, of Gordini and Cooper Bristol fame, works tirelessly on behalf of the event, co-ordinating entries from across the world and running himself in his blower 4.5-litre Bentley amongst a 13 example cache of these cars. The overall entry, from 11 countries, started and ran in car date chronological order with earliest cars at the front and latest at the back. Example figures were five Ferraris including 340 MM and 166 MM. There were five Maseratis, including 250S, 300S and A6GCS.

Out of seven Jaguars including C and D Types, one was the unique Barou bodied 120 of Wolfgang Techel. As well as the RL there were both 6 and 8C Alfa Romeos. OSCA, Lancia, Fiats and Amilcar; the list went on and I apologise for anybody not mentioned. I

must express a huge thank you to Gianni Codiferro for making available his Porsche 550 Chamonix for our participation.

Two overnight stops were included in the itinerary and, as this year's event was concentrated in the Trentino/Alto Adige areas, these were Bolzano and Trento, cities not far apart but in the two and a half days of driving, participants needed to cover around 530km in total. Various tests are included of the short, regularity type in order to establish a finishing order.

The start was from the scrutineering location at 13.30 on the Friday and the first afternoon settled everyone into what was ahead. It consisted of 140km over secondary and minor roads – but never rough – over two passes, the Manghen and the Lavaze, each of about 2000m. Just to keep all on their toes a biblical downpour within 20 minutes of the start had everyone donning their wet weather gear, but it was hot and clear on arrival in Bolzano, where first the cars were displayed to the public in one of the main piazzas before continuing to the designated hotel night-stop.

Saturday was the day of reckoning for all, as the not overlong 280km run included the daunting Stelvio followed by the fearsome Gavia passes. To get everyone warmed up though, crossings of the Passo Mendola and Passo delle Palade were slotted in as primi piatti before the secondi. The main road run from Merano was dealt with easily with the inestimable help of our two outrider Polizie bikers, who carved a safe passage through the tourists. Why do the latter still drive at 25-40mph the same as they did 50 years ago, despite huge advances in motorcar dynamics?

At sea level the temperature had hovered around 26 degrees all morning and was that figure as we hit the 39th tornante at the bottom of the Stelvio. As we wound our way up the ceaseless point and squirt of the seemingly vertical mountain face the weather worsened, as the temperature dropped and cloud turned to rain, sleet, hail and, finally, snow at the summit where it was -4 degrees. So much hype surrounds the climb from the east that the other side is ignored. It shouldn't be. It is every bit as impressive in its own way and, more than that, the sun came out again.

Over lunch in Bormio, I began to wonder what I was




doing there with the thought of having to tackle the Gavia ahead. Perhaps I shouldn't read so much but, suffering from vertigo and having watched the excellent 1958 Coupe des Alpes film and read many stories of late '50s/early '60s rallies over the unmetalled road, I asked the organisers about it before we restarted.

"The going up is no problem, it's the coming down that needs to be treated with respect" and so it was. With sheer drops and a road of single-carriageway width, guarded only by marker stones, it was a fabulous experience and one to be recommended – slowly. The summit is, well, just bleak and it was almost surreal to find Matteo Crippa's Ferrari 340 MM parked up there amongst the scree.

It was a comparatively easy afternoon run down to Trento over the Passo Tonale after all that excitement and, like so many of the towns and villages we passed through, we enjoyed a typically Italian enthusiastic and welcoming arrival, followed by another dinner of high standard in the evening.

Sunday morning's return run down to Bassano was over the Passo Vezzena and via a test in the First World War battle town of Asiago, marking the centenary of the tragic event this year. A short run of only 110km allows the organisers to bring the field into the centre of Bassano del Grappa for a refreshment halt and to allow the public to inspect the cars before a final start is made to cover the short 15km to the official finish in the medieval town of Marostica and its Castello.

Throughout the event the roads were well-chosen, the vistas outstanding, the overnight stops well-executed. It had been a superb experience and unequivocally to be recommended. Thank you to Stefano Chiminelli and his team for three wonderful days. We're planning for next year already. 



Matteo Crippa's Ferrari 340MM. Strange what you find abandoned in a mountain layby these days!



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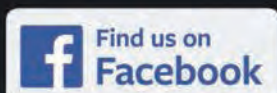
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Photography courtesy of Michael Ward.

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TEAM CARS

REPORTS ON OUR OWN CARS RUNNING ON THE EDITORIAL FLEET

PHIL WARD

OCCUPATION: Publisher and Editor of Auto Italia
HOME TOWN: Letchworth, Herts
VEHICLES OWNED: Fiat Panda 100HP, Alfa Romeo 156 24v
YEARS: 2008, 2002
MILEAGES: 30,019, 56,225

ALFA ROMEO 156 24V V6

Recent changes to the Auto Italia fleet saw the Fiat Coupe passed on to its new owner and replaced by the Fiat Panda 100HP. Given that the Panda has very low mileage it does not require much attention other than a new set of tyres. The original Pirellis are very noisy and I wonder if any Panda owning readers can suggest equivalents with lower road noise – maybe its just a 100HP thing.

The Alfa Romeo 156 has been long overdue some attention so we set about tidying up the bodywork. Autoglym HQ is based near our office and they have demonstrated their products on our cars before. Autoglym's catalogue is under continual review and with the arrival of its new Bodywork Shampoo we

thought we would try it out.

The thing about Autoglym products is that they do actually work very well, not only that but they are easy to apply and take little physical effort on behalf of the operator.

The new shampoo has a rich foaming formulation which quickly breaks down and removes everyday contaminants from vehicle paintwork. You just pre-wash the car, then apply the shampoo with a power washer or sponge, leave for few minutes and then hose it off. The product doesn't affect existing wax or polish layers on the paintwork, and it even has a rich fruity fragrance. When dried off there are no streaks left on the surface. Previously I used a lesser product not realising that shampoo



Power washer gives best foaming results. Leave for a few minutes then hose off

high technology existed. My efforts always left streaks and I had to go round the car again with the hose and a clean sponge to wipe them away.

A streak free car is a much better surface on which to apply polish and Autoglym's Super Resin works a treat. I am always amazed at how easy it is to apply and even more amazed at how easy it is to buff up. The combination of the new shampoo and polish significantly reduce the amount of time it takes to

achieve a satisfying result. The deep shine passes the rain drop test with flying colours and is highly resistant to road grime, which seems easier to remove with each subsequent wash.

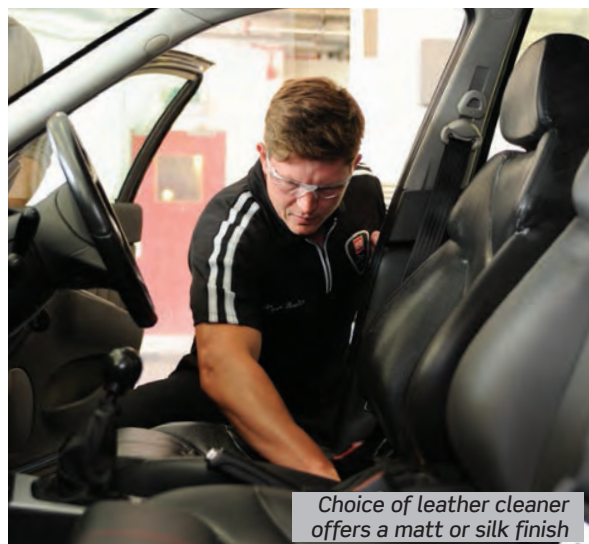
Brake dust has always been the enemy of alloy wheels and it will come as no surprise to readers that Autoglym has both acid based and acid free products that will attack the ingrained black nuisance. But prevention is better than cure and Autoglym have developed a wheel protector that

stops the residue from becoming established in the first place. The coating sets up a barrier that makes it harder for the dust to penetrate the lacquer and attack the alloy. This is particularly useful for owners of cars with multispoke wheels that can be tedious to clean at the best of times.

Autoglym has an extensive range of products that now includes combination packs so that you can obtain complementary cleaners and polishes for



Rapid Aqua Wax can be applied to wet bodywork the effect on half the bonnet is plain to see



Choice of leather cleaner offers a matt or silk finish



Autoglym products take all the hard work out of car care and the result is very satisfying

specific jobs from regular to concours level. Check out the range at www.autoglym.com.

The 156 went to Jamie Porter's Alfa Workshop for its Service and MoT with a variety of warning lights showing. The airbag light was reset and the sidelight warning was extinguished when the bulb was changed. I would normally do this myself only the inaccessible cover in the engine compartment would not budge and I was in danger of losing skin. The engine management light was

more of a worry, although it's not the first time it has appeared. The computer was suggesting a misfire on three cylinders but the engine was running perfectly. The light refused to be reset but has since gone out on its own accord making accurate diagnosis nigh impossible. Italian electrics!

FIAT MULTIPLA 1.9 JTD

Having given sterling service as a camera car and display equipment carrier, the Multipla is to be replaced. It is a shame

that Fiat dropped the Multipla because it has proved to be a most versatile vehicle. The concept is unique and it is hard to find a direct equivalent. There's bags of space thanks to its wide track and it's easy to manoeuvre due to the low window sills and high driving position providing great visibility.

In common with all 1.9 diesel-engined Fiats and Alfas, the Achilles heel is the clutch and dual mass flywheel. Very few vehicles go beyond 60/70k miles without the need for

a costly replacement. The symptoms are easy to spot, which starts with a hard clutch pedal and eventually engine vibration. Anyone buying a used, higher mileage vehicle that doesn't show a clutch replacement will need to budget £700/800 for the work. Our Multipla had the clutch and flywheel changed recently so it is in fine fettle.

The rear brakes on Multiplas can seize and ours was no exception. Other common service items that have been replaced are the drop

link bushes, anti-roll bar bushes and wishbones. An annoying engine squeak was traced to dry bottom pulley bearings.

With a fraction over 100k miles recorded, the Multipla has a full bill of health and the receipts to prove it. It's up for sale now so offers in the region of £1295 are invited for this excellent vehicle. We already have a replacement and we have gone for a Doblo 1.9 MultiJet and we will be writing about it in due course.



Ferrari 550 Maranello

Any V12 Ferrari is special, but the 550 Maranello has a unique appeal. With prices firmly on the rise, now is definitely the time to bag yours

Report by Chris Rees

Photography Michael Ward

Feature sponsored by Superformance

For anyone who questioned why Ferrari ever stopped making front-engined two-seaters in the mould of the Daytona, the 550 Maranello provided the perfect answer. The first of the modern era of great two-seater front-engined Ferraris, it's now being appreciated as one of the best of all modern Ferraris – not just as a driver's car, but from an ownership experience too.

Launched in 1996 as the replacement for the mid-engined 512M, the 550 Maranello was designed as a car in which to feel utterly relaxed after a long journey, every bit as much an exhilarating high-speed machine.

The 550 owed a lot to the 456 GT, Ferrari's four-seater GT, with which it shared its basic layout. Double

wishbones all round, coil springs, anti-roll bars and adjustable dampers provided the raw ingredients for excellent handling. To achieve near-perfect 50/50 front/rear weight distribution, the six-speed manual gearbox sat in the rear as a transaxle, together with a limited-slip diff. Massive Brembo vented discs and four-piston calipers supplied huge braking power.

The all-aluminium 5.5-litre V12 engine was taken from the 456 GT, albeit with an extra 43bhp squeezed from it (485bhp). A fantastic spec boasted variable geometry inlet and exhaust systems, Nikasil-coated piston liners, titanium con rods, Mahle forged pistons and dry-sump lubrication.

Unlike the rather flabby 456 GT, Pininfarina's design





for the 550 was taut, elegant and subtly muscular. It was also exceptionally aerodynamic, with a Cd figure of 0.33. At launch, this was the fastest Ferrari in production, capable of 199mph, yet also highly practical, with a 185-litre boot and an extra luggage shelf behind the seats. You also got eight-way electric seats, climate control, leather and a six-CD changer.

There were few changes to the 550 during its life-cycle. An open-topped 550 Barchetta arrived in 2000 (only 458 built), and in 2001, just before the launch of the 575M, production of the 550 ended. Some 3083 coupes were made in total, of which 457 were right-hand drive.

Today, the 550 is a surprisingly practical ownership proposition, with far fewer niggles than the 456 GT, for instance. Take care when buying and you'll be rewarded with a superb all-rounder. A proper service record is vital, especially as some cars briefly dipped into the 'bargain' category, and a professional inspection is very much recommended. So what exactly should you be on the look-out for?

ON THE ROAD

With the exception of the F40, the 550 ranks as perhaps the best-handling Ferrari of the 20th century, and certainly one of the quickest in a straight line. But it's equally superb as a grand tourer: easy to get into, with multi-adjustable seats offering excellent support, and a comfortable driving position.

Fire up the V12 and you're greeted with a smooth purr that's ultra-refined at low revs. Indeed, everyday driving is utterly undemanding, aided by the huge torque on offer (the V12 delivers at least 369lb ft all the way between 3600rpm and 7000rpm). The 550 will pull perfectly happily from 40mph in sixth gear, right up to a top speed nudging 200mph.

But with a red line set on the far side of 8000rpm, you'll want to extend the car as often as you can. As the revs rise, the free-revving engine's character evolves, becoming guttural, masculine and almost operatically expressive.

The six-speed manual gearbox feels butch, too. If you're positive with the lever in its polished aluminium gate, it's precise and fast-acting, while the clutch needs a firm left foot, too.

Some say the 550 is a better-handling car than the 575M which replaced it. Through corners, it's always obvious that this is a large and heavy car, but on wide, sweeping A-road bends the 550 is truly in its element.

A world-first driver-controllable ASR traction control system offers three positions (normal, sport and off), allowing you to adjust the degree of stability control intervention. In 'off' mode you definitely need to show respect, but with skilled throttle control, the handling balance emerges as truly sublime, and wonderfully communicative. By pressing the Sport button on the dash, the electronically controlled dampers offer a firmer ride. An optional Fiorano handling pack (quicker steering, 10mm lower ride, red callipers and quilted leather rear shelf) is desirable but only really needed if you plan on doing a lot of track work.

ENGINE & TRANSMISSION

The 5.5-litre V12 is robust by supercar standards, as long as it's been properly serviced. Luckily, cambelt changes are much easier than on mid-engined Ferraris, thanks to far better engine accessibility. The only exception is the engine undertray, which needs to be removed for some maintenance tasks, and is often damaged or improperly secured.

Check for signs of blue smoke when starting the engine from cold, while once it's warm, rev the engine and look for white smoke from the exhausts. The oil pressure should settle to around 70psi once up to temperature.

Cam seals can weep oil on to the timing belt, and water can leak in the 'vee' of the engine, which could mean the need to remove the fuel injection chamber (not an easy job). Avoid cars with overheating issues: head gasket replacement is far from cheap. Catalytic converters are required to pass an MOT, so make sure the exhaust has one (many cars have had their cat's removed). A damaged cat' can be very expensive to replace.

TECHNICAL SPECIFICATIONS

FERRARI 550 MARANELLO

ENGINE:	5474cc V12
POWER:	485bhp @ 7000rpm
TORQUE:	419lb ft (569Nm) @ 5000rpm
TRANSMISSION:	Six-speed manual, rear-wheel drive
TOP SPEED:	199mph
0-62MPH:	4.4sec
WEIGHT:	1690kg





Worn synchromesh and noisy differentials will probably mean a rebuild. Be warned: if you do need a gearbox rebuild, it could cost you up to £10,000. Early (1997-1998) cars had a known issue with engaging first, third and fifth gears, but most have now been fixed. Ensure that the gear lever doesn't jump out of gear during acceleration or lift-off.

CHASSIS & BODY

The 550 has a steel frame with aluminium panels welded on using a special material called Feran. It's vital to ensure your car doesn't have accident damage, so get a specialist to look the car over. The factory paint finish is fantastic, so any sub-standard areas are likely to indicate a respray.

Damage to the paint can also lead to corrosion of the aluminium bodywork, but this is rare. Check the leading edge of the bonnet, radiator shroud, boot lid, wheelarches and wherever there is stone chipping. The plastic front and rear bumpers are fairly easily replaced.

The hydraulic steering should feel tight, but racks do develop play with higher mileage. Refurbishing the rack is not a hugely expensive task, however. The Speedline five-spoke alloys are made of magnesium which tends to corrode, so budget ahead for refurbishment.

INTERIOR

The 550's interior is more durable than that of some exotic cars, but many cars do suffer from rather sad-looking trim – and the cost of retrimming is high. Listen for rattling trim, especially around the glovebox. If the original stereo system has been replaced, check it's been fitted properly.

The electric seat motors are pretty reliable but the leather beading on the seats deforms over time and worn leather is normal on high-mileage cars. The dashboard hide can suffer from shrinkage, as can the airbag cover, while the steering wheel centre is prone to bubbling up. Fixing electric windows is costly, as the doors have to be stripped apart. Finally, check your car has its original tool kit, tyre inflator and all three key fobs (two black and one red).

RUNNING COSTS


Although the 550 is not the cheapest Ferrari to maintain, it is pretty robust and servicing overall is fairly straightforward (an annual budget of £2000 is normally enough).

The clutch should last up to 20,000 miles, becoming heavier as it wears; replacement costs around £800. A timing belt change is around £750, while replacement exhaust systems are in the region of £2000.

Four types of tyre were developed especially for the 550 by Pirelli, Bridgestone, Goodyear and Michelin. P-Zero Rossos are the preferred option among owners, costing around £200 per corner, with the rears lasting up to 10,000 miles.

PRICES

At launch in 1997, the 550 Maranello cost a whopping £143,685. At one point, prices dropped to the £35,000 mark, but those days are long gone, with the 550 now really starting to appreciate.

Even the cheapest usable examples are now up over £60,000. You can possibly save a bit by buying a left-hooker but RHD cars keep their value best. Expect to pay £80k for a very good car, and well over £100k for the best, low-mileage examples. Colour is important, as buyers tend to prefer subtle shades like blue or grey, rather than red or yellow. 

TYPICAL PRICES

1998, 55k miles, grey, LHD, £69,995
1998, 36k miles, silver, £75,000
2000, 37k miles, blue, £89,995
2001, 14k miles, silver, £139,950
2000 Barchetta, 5k miles, silver, £249,000



■ Many thanks to Ferrari specialist Foskers for helping to prepare this buyers' guide. www.foskers.com



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Ferrari 308 GTB

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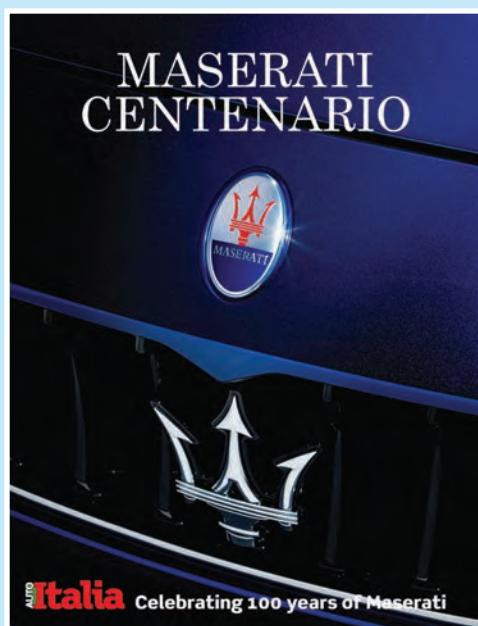
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Lancia Montecarlo Consortium

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www.teamsanluca.it

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www.millenniummotori.it

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www.mercanteinfiera.it

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Stelle sul Liston

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www.stellesulliston.it

October 11

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Brooklands Museum

www.auto-italia.net

October 11-17

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www.triskelion.gr

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Automobile Club Palermo

www.targa-florio.it

October 17

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www.came.it

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Padova

www.automotodepoca.com

November 6-8

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www.parcoesposizioni

novegro.it

November 13-15

Mostra Scambio

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www.fieredisora.it

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Alfa Romeo Mk3 Spider 2000. 1988, red, Exceptional condition not driven on salty roads only 42,000 miles with full history. All original parts and originally converted to RHD by Bell & Colvill, £8000. Tel: Roger, 07949 873340. A237/017



Alfa Romeo Spider S4 1990. Rosso Red, MOT to May 2016, 2 litre injection, five speed manual, perfect alloys, mohair hood, leather seats, electric windows, wooden Nardi steering wheel, no rust, garaged /covered, sale due to purchase of S1. Price £10,500, will accept reasonable offer. Tel: Tony, 020 8997 2039 or mobile 07438 758085. Email dubdonegan@eircom.net (London). A237/037

1991 Alfa 33 16v. On SORN. Complete car, with rust, probably suitable for parts. Phone for details, offers. Tel: 01562 754346 after 6pm. A237/038



Alfa Romeo S4 Spider 2.0. 1990, metallic Burgundy, black leather and mohair hood with tonneau. Rare high specification, imported from Germany December 1996. Converted to RHD by Bell & Colvill. Comprehensive service history, fine original condition, low mileage, MOT to March 2016, £14,750. For further details call AROC member. Tel: 01935 816822 (Dorset). A237/012



Alfasud Sprint Veloce. 1981, white. Upgraded to 33 spec 1700 engine with outboard discs and rear handbrake. A lot of welding and some panels were replaced, the engine was rebuilt and had new webbers fitted. It goes very well but I have lost enthusiasm, it needs an owner who will complete the job, basically it needs some TLC, offers over £4000. Tel: Peter, 01483 225669. A237/018



1968 Alfa Series 1 Bertone 1750 GTV. 64,060 miles, white. Rare Series 1 Bertone GTV in immaculate condition, one owner since new, FSH incl all documentation. Extra underseal when new, Ziebart in 1972, periodic Waxoyl since. Complete restoration in 2008 at 61,900 miles incl full engine overhaul and unleaded conversion. 5 new tyres, MOT in Jun 2015. Current agreed insurance value £35K. AROC member, AROC valuation in Jun 2015 £30 - £35K, offers in that region. Tel: 01526 351305. A237/031

1997 Alfa Romeo GTV 3.0. 94,500 miles, red. Had the car for 13 years, part service history, have all MOTs. Drives well, bodywork faded in parts because of the sun. Had new clutch, radiator and ball joint to front. Orange leather seats, interior in good condition. Have loved driving the car but need to sell because I am moving to London, hopefully somebody will enjoy it as much as I have, offers. Tel: 01954 231450 or 07775 884301 mobile. A237/039



1983 Alfa Sud 1.3 Ti. Red. Good condition, all original. Recent MOT, reconditioned front calipers fitted. Solid underneath, £3995. Tel: Mick, 07765 556556 (Stroud nr Gloucester). A237/030



1989 Alfa 75 2.5 V6 automatic. 85,000, red. 4 owners from new. Good condition throughout. Extensive service history, MOT 24 June 2016. 4 new KYB gas dampers, reconditioned rear brake calipers with new pads and 2 new tyres. New cambelt, engine oil and filter changed, new air filter and spark plugs plus the body Waxoyled. Fitted with LPG. Headlining needs renewing, carpet is a little worn in a couple of places, has a slight prop vibration, rubber couplings are in good condition, £1750. Tel: 07751 339511. A237/029



Alfa Romeo 146 Ti 2.0 TS. 2001, 94,000 miles. Rosso Red with Momo leather. Owned for 5 years, £7000 spent on maintenance! MOT until 23/05/2016, cambelt at 88K, clutch at 75K, replaced. Virtually full service history with all MOTs, no accident damage but some parking dings and stone chips, £1750. Tel: Rich, 07802 456667. A237/013

Alfa Romeo 155 2.5 V6 wide body. 1996, 93,000 miles, black. MOT until March 2016. Two owners with FSH, owned by AROC member for last 15 years, no expense spared, with large history file. Has the original brown master key, £1200 ono. Tel: Dave, 07713 081541. A237/019



2002 Alfa Romeo 156 2.5 V6 24V Veloce. 109,791 miles, red. Two owners (friend/myself). History, receipts, MOTs, manuals, codes, two keys. MOT Jan 2016, £1250. Tel: 01883 627387 or 07885 066473. A237/032



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2000 Alfa Romeo 156 Selespeed TS. 67,800 miles, red. MOT till 21 July 2016 (last 2 MOTs only needed a sidelight bulb). Red Momo leather which is unmarked probably due in part to its low mileage. Full service history and many receipts and old MOTs to back it up, underneath is almost like new, remarkable condition. It's not perfect but in very good condition all round, needs a good new home, I have used it and found it a great car to drive, oiro £750. Please call Dave: 07798 525167. A237/036



2000 Alfa Romeo 156 2.0 TS Lusso. 155,000 miles, silver. Reliable daily transport owned by me for 12 years. A much cherished car with full service history. Silver paintwork and dark blue Momo leather upholstery. New front tyres and very good rears. Stainless steel exhaust. MOT till end of September 2015. Runs beautifully and is a pleasure to drive. A future classic? AROC member, £550. Please call Mike on 01285 652407. A237/033



Alfa Romeo 156 JTD Sport 150. 63K miles, charcoal leather, Pirellis and Dunlops, Harvey Bailey suspension, comprehensive history, January cambelt, February MOT, 17" Speedline wheels included, Shell V-Power, £3000 ono. Tel: 07521 939962. Email: nicholas.heath.mrs@gmail.com. A237/034



Alfa Romeo 156 Selespeed. 1970cc, 1999. 42,390 miles, red. A unique 156 Selespeed, one owner, in immaculate condition, full service history available, tan leather upholstery, spoiler available if required, offers. Tel: 01252 514403. A237/010



Alfa Romeo 159 16v 2.0 JTDM Ti. Oct 2010, two owners, Stromboli Grey, Sportwagon, 74K miles, avg 49mpg, 19" alloys, good Pirelli tyres, elec and heated seats, cruise control, parking sensors, sat nav, CD player, Blue & me connection, android and iOS, auto lights, auto wipers, climate control, privacy glass, immaculate condition, AutoGlym LifeShine, FSH, 73K service inc cambelt, water pump and new suspension wishbone. Tel: 07976 262710 (Shropshire). A237/001



2006 Alfa Romeo 159 2.2 JTS Lusso. 59,325 miles, Rubino Red, black leather upholstery. MOT until March 2016. Currently garaged and SORN'd, the car is immaculate, £3000. Genuine reason for sale. Please call: 01342 713091 (Crawley area, W.Sussex). A237/035



Alfa Romeo 156 1.8 TS. 1999, 87,000 miles, red. Currently SORN as was informed on last MOT, some welding needed (not sure how much), been in family since new, lovely looking car, low mileage engine running fine, telephone dial wheels, wooden steering wheel and gearstick, trying not to send to the scrap graveyard! Private plate not included, offers please. Tel: Chris, 07703 340609. A237/020

2003 Alfa Romeo 156 Sportwagon 2.5 V6 24V Veloce. 74,000 miles, metallic silver. One lady owner from new. Momo full black sports leather interior, cruise control, CD changer. Good service history, maintained locally by Alfanatic. Fair condition, needs tidying with a few supermarket car park dings, £1500. Tel: 01252 726950. Email: jenny@bellamanda.co.uk (Farnham, Surrey). A237/040

Next issue on sale 4 Nov



Alfa Romeo 156 1.9 JTD 16V M-Jet Veloce. 2004, 87,000 miles, blue. I love this car but it needs more frequent use (have Fiat 500 for local trips) hence sale. FSH Alfa dealer, then Alfa specialist for the past 4 years, MOT 27/4/16. Undersealed, grey cloth interior, CD radio, 2 keys, rear demister not working, £950. Tel: Matthew, 07977 113340 (Warwickshire). A237/021



2003 Alfa 156 GTA. Nero Jarama Black, 99,028 miles, almost FSH, respray December 2014 @93K, cambelt and waterpump @92K. Recent service @97K, MOT August. New brake calipers, hoses, drilled/grooved discs and uprated pads, 4 new matching tyres, extremely nice example of this rare car, £5999. Tel: Mike, 07580 940007 (Tyne and Wear). A237/028

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<p>1971 Fiat Dino 2400 Coupe LHD, new engine, original, the very best - £54,995</p>	<p>1958 Alfa Romeo Giulietta 750D Spider LHD, low ownership, under restoration - £POA</p>

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Alfa Romeo 159 2.4 JTDM Q4 Ti. Rare diesel Q4 Ti saloon 159, 2008, 86,000 miles. White with natural leather interior, FSH including recent cambelt replacement, bushes upgraded by Autolusso to Powerflex including full 4 wheel alignment earlier this year, now drives better than ever. Looked after properly by Alfa specialists for the past 3 years, £9000. Please email: andygt170@gmail.com for more photos or further details if interested (located in the Banbury area). A237/016



2007 Alfa Romeo 159 Ti 2.4JTM. 40,600 miles, Stromboli Grey, immaculate black leather interior. Maintained at Veloces of London, major service at Veloces at 40,000 miles. Timing belt and water pump changed at 32,000 miles, brand new Bosch battery with 5 year guarantee. MOT due November. Continental Sport 3 tyres all round, front brand new, rear nearly new. Totally unmarked immaculate alloy wheels. Apart from the usual Ti refinements, this car has power heated seats, cruise control, electric, heated, power folding mirrors, auto wipers and lights. First registered 24 December 2007, lots of history, I am the second owner of this extremely well cared for car as an Alfa Romeo enthusiast, £8500 ono. Tel: 07940 715445. Email: markcrawley1209@live.co.uk. A237/051



Alfa Romeo 159 Sportwagon 2.0 JTDM. 170bhp Ti, 2011, 40,000 miles, black. Alfa service history, excellent condition inside and out, all the Ti features including 19" Ti alloy wheels, red Brembo calipers, side skirts, privacy glass, aluminium kick plates, sports seats, lowered suspension, aluminium sports pedals, Blue & Me, electronic Q2 diff. MOT until 08/2016, Alfa warranty until 11/2015. Fantastic car, must be seen, a joy to drive, £12,750. Tel: 07941 672385. A237/014



2000 Alfa Romeo 156 2.5 V6. 84,000 miles, Orion Green, cloth upholstery. MOT April 2016. New cambelt, clutch, airflow meter 2014, upgraded Pioneer audio. Always garaged, last two owners AROC members. Superb future classic maintained by Ruspier Alfa, Sussex, £2000. Tel: 07977 498006. A237/052



Alfa Romeo 164 3.0L Super. Increasingly rare car, current owner 12 years, air con, sunroof, manual, very fast, MOT, much work done over the years, £2500. Tel: Gavin, 07543 550515 (Cambridge). A237/050



2005 Alfa Romeo 166 2.0 TS Lusso Ti. 80,000 miles, silver. Job loss forces the sale of this car, which has covered 80,000 miles and is MOT'd until December 2015. Together with the usual refinements to be found on a 166, the Ti pack specifications add lowered sports suspension, Ti badges at side and rear, Ti engraved sill kicker plates, exclusive 18" alloy wheels, embossed black leather upholstery with Alfa Romeo logo and red dashboard instrument and switch lighting. The car is generally in very good condition, although the air con may need regassing, £2650 ovno. For viewing or further information, please phone: 07510 444024. Email: alfalfa@virgin.net. A237/053



Alfa Romeo Spider Lusso 2.0 T. Beautifully cared for, metallic blue, leather interior, 60,000 miles, great condition inside and out, full history, electric windows, electric roof, hood in great condition, new tyres. A beautiful example and being sold with a heavy heart, £2995, private sale. Tel: Marco, 07931 686897 (North London). A237/003



2008 Alfa Romeo Spider 2.2 JTS LE. 7692 miles, Alfa Red 28g. In excellent condition inside and out, very low mileage. Lifeshine finish, dry weather use and always garaged. Recent annual low mileage service, new wiper blades, MOT until Aug 2015. Tan leather seats, new mats, 18" alloys, 5 hole titanium finish, heated/electric memory seats, Bluetooth handsfree phone/USB. Genuine reason for sale- have downsized and need the garage space for DIY projects, beautiful example of this iconic car, £13,000. Want more information ring Jeremy Turner: 07961 339607. A237/054



2001 Alfa Romeo 916 Spider 2.0TS Lusso. Alfa Red, full working order, 67K miles, cambelts, clutch replaced, £4500. Tel: 01609 761702 (N.Yorks). A237/058



2006 Alfa Romeo Brera SV 2.2 JTS. 44,500 miles, Alfa Red. Full service history, in mint condition. Recent brand new original power steering rack and pump £1300, part body spray £1320. MOT until Feb 2016. Used daily and garaged, recent low mileage service. Grey leather seats, alloys, a/c, Alpine large touch screen sat nav unit £760. Reluctant sale with genuine reason. First to see will buy, £7495. Please call Zak: 07831 377800. A237/057



Alfa Romeo Brera 2.2JTS. Misano Blue with blue and tan leather interior, panoramic roof, 18-inch horseshoes, Brembo calipers, hill assist, Bluetooth, carbon foiling to lights, door handles, sill guards and rear spoiler. Cloverleaf wing shields, tricoles mounted on door mirrors. FSH, MOT March 2016. Looks stunning, in excellent condition. Often photographed, always admired, £7595. Tel: 07443 853872. Email: colindnewton@btinternet.com. A237/059

Alfa Romeo Brera 2.2TS. Petrol, 69,000, FSH, MOT to 04/16, blue panoramic roof, leather, cruise, park sensor, nice condition throughout, £4650. Tel: 07771 821540 or 01531 660600 (Herefordshire). A237/041



Alfa Romeo Giulietta Collezione. 2013, 14,500 miles, 'Special Edition' Collezione, very good condition, great drive. Black with grey roof and wing mirrors, 1.6 diesel, 105bhp. Bluetooth capability and USB port and aux in, £30 road tax, tinted rear windows, DNA controller, £11,500. Please contact on 07833 476770 (LE13 based). A237/015



62 plate Alfa Romeo Giulietta 1.6 JTDM2 Lusso. 22,000 miles, metallic red, my girlfriend's dad's car, for sale due to ill health. He bought it brand new from Piccadilly in Knaresborough. It's only done 22,000 miles and has FSH. Has 2.5 years warranty and service package remaining. I've driven it a bit and it's really good - averaged 63mpg on a 400 mile round trip to Norfolk and rides very well on 16" wheels. In fantastic condition, drives like a new car, £11,995. Please email: chris.cousins@hotmail.co.uk. A237/055



2012 Alfa Romeo Giulietta 1.4 MA TCT Lusso. 26,500 miles, metallic red, Lusso spec (black cloth interior with light roof-lining, auto-lights, auto-rear view mirror, auto-wipers, dual a/c, cruise etc), plus 17" turbines, rear sensors, illuminated Alfa front door sills, boot sill protector, electric mirrors and paddles. Early first service plus additional oil change. MOT till next Feb. New front tyres (does not include plates), £10,600. Email: alan@thepuds.plus.com. A237/056

2005 Alfa Romeo 916 GTV 2.0 JTS Lusso. 48,600 miles, silver, black leather interior. Full service + second cambelt change last year, ECU replaced. Pirelli tyres, all 4 original keys + code card. Call for more info, £4200 ono. Tel: 01460 220211 (East Devon). A237/042

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Auto Italia Camera Car! Fiat Multipla 1.9 JTD. 2004, blue, 102K miles. AC. Twin S/R. Long MOT, service history includes recent clutch and flywheel, cambelt, bottom pulley, drop links, tyres. Good condition with a few small scuffs etc, £1295. Tel: 07870 563657 or 07789 967128. A237/026



Fiat Marea 105 JTD ELX. 1999, failed MOT on welding, 125,000 miles, I have owned this car for 15 years, selling for spares or repair, £250 ono. Tel: 07950 67595 or 01689 827762. A237/060



Fiat X1/9 Serie A/a. 1973, LHD. Restored in 2012 to factory specification. Colour code 258 with black interior, low chassis number. The car has been in Denmark since 1974, very rare model. Email for more information and photos, price £8500 ono. Tel: 0045 4097 4406. Email: x19@toco.dk. A237/064



Fiat Punto Cabrio. 1.6. 77,200 miles, in excellent condition, full service which included a new cambelt kit, this is a summer car, can also be used during the winter, the roof is waterproof, 10 months' MOT, £1200 ono. Tel: 07935 830055. Email: arturobrogna@yahoo.co.uk (Carmarthenshire). A237/061

PARTS



Original Abarth exhausts (NOS). All makes A to Z, sixties, seventies, now also pre-sixties small pipes, see www.abarth-exhausts.com. Email: info@abarth-exhausts.com. A237/008



Set of wheels for Maserati Coupe. An alloy wheel upgrade means my 2002 Maserati Coupe wheels are for sale. The tyres are all legal with fronts 4mm and 7mm tread and the rears 4mm and 2.5mm. One or two kerb scuffs but otherwise in very good condition, £600 ono. Tel: 07890 898777. Email: seismatters@hotmail.co.uk (Teesside). A237/065



A set of four 'claw' alloy wheels. Very rare. 18 x 8, will fit both Fiat and Alfa, two slightly marked, but excellent condition, £120. Tel: 07918 697184 (Beds). A237/062

Fiat Serada Mk1 105TC parts. Front and rear bumpers, 3 wheel arch covers, gearbox x2, interior plastic inc dash and clocks, and one set of wheels, £250 job lot, will split, collection only. Tel: 07902 038232 (Camps). A237/006

Lamborghini garage clearout. I have a few original Lamborghini parts for sale. *Countach*: front wheel used, £4000; rear wheel, used, £5000; spare get you home wheel, used, £3000; carbon bonnet, used, £4500; pre 25th anniversary seat, used, £5000; speedo, £1000; suspension link rods, £250 each; canvas tool bag and kit, £2500 (same as Espada); badges, door glass, ask; new front 2 piece screen surround, £4000; to name but a few, 'ask'. *Diablo*: Roadster rear wheel, new, £5000; diagnostic console including switchover switch, £10,000; chassis jig base and brackets for hire UK only, £5000 per month, to own £20,000; badges. *Murcielago*: chassis jig base and brackets for hire, £5000 per month, to own £20,000; fuel tank, £4000; 6.2 engine, £45,000; R/H door mirror assembly, £2000. *Miura*: used fuel tank, £5000; SV crankshaft, £10,000; badges. *Espada*: rear panel, £6000; road wheel, used, £3000; left and right fuel tanks, used, £4000. *Gallardo*: 2003 - 2010 chassis jig and brackets set, £20,000. *Various*: I have a complete set of Lamborghini and Maserati workshop manuals, electric diagrams, etc; 2 x used front Ferrari Enzo road wheels, £5000 the pair. Plus delivery at cost. Tel: Graham Schultz, 07860 333760. Email: graham.schultz@modenagroup.net. A237/043



Cromodora CD30s for sale. Four original 1970s wheels, some dents and pitting, one or two cracks. Offers please. Tel: Rob, 07798 526852 (Epsom). A237/063



Alfa GTV four five-hole alloy wheels, fitted good treaded tyres, 205/50/16, oiro £200. Alfa GTV speedo/rev counter module, black, vgc, oiro £50. Tel: 01564 772714 (Solihull). A237/066

Various parts for Alfasud, Alfasud Sprint and Alfa 33. Includes doors, wings, bonnet, lights etc, offers. Tel: 07786 802029 (Glasgow). A237/022



Original wind deflector for Alfa Romeo Spider type 916 (1994-2006), car recently sold. Deflector in good condition, £80. Tel: Marco, 07931 686897 (North London). A237/027

Brand new never used space saver spare with Maserati 12 volt compressor. Maserati part #181772, cost 730 Euros + VAT, purchased for 2002 Maserati 4.2 Coupe. Pretty sure it's good for the 3.2 too, £400 ono. Tel: 07890 898777. Email: seismatters@hotmail.co.uk (Teesside). A237/044

MISCELLANEOUS

Supercar Classics magazines for sale. April 1990 to September 1991, 18 issues, very good condition (like new!), £75, buyer collects, near Gatwick. Tel: 07845 152063. A237/002

Auto Italia. Nos 2, 3, 5, 20, 21 and 49. Alfa Romeo brochures/posters, Alfasud onwards including SZ. Tel: Alan, 01635 202521 (Berk). A237/004



Number plate for Maserati. 'MAZ 542' was on 4.2 Coupe, £1250 ono. Tel: 07890 898777. Email: seismatters@hotmail.co.uk. A237/067

Lancia collection for sale. Owner's club magazines from 1960s onwards, magazines, photos, brochures, price/colour charts books and more! Please contact me if you are looking for anything on Lancia. Tel: 01273 583057. Email: mrmarkyt@hotmail.co.uk (E.Sussex). A237/005

Alfa Romeo sales brochures available including 33, Sprint, 75, 145, 156, 166, Brera, GT, and earlier modern models. Also Lancia Dedra brochures. Alfa magazines also available. All £7 each including postage & packing. Call/txt: 07762 020314. A237/009

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Fitch Phoenix

Words & images by Richard Heseltine (pictures courtesy of Bonhams)



Successful racing driver, safety campaigner and car designer, John Fitch was nothing if not a go-getter. The only blip in an otherwise stellar career occurred when he tried to add 'car manufacturer' to his resume after building this Intermeccanica-built prototype. All the ingredients were there for success. It's just that his timing was a little off.

This modest American was born in Indianapolis in August 1917. His interest in 'road racing' had been fired by a visit to Brooklands while on his travels before WW2 and he first ventured trackside in 1949. He went on to take outright honours in the '53 Sebring 12 Hours and a class win in that year's Le Mans 24 Hours with the

works Cunningham team. He would continue to compete into the following decade while also successfully managing the factory Corvette squad.

His longstanding relationship with GM blossomed during the '60s when he began tweaking Chevrolet Corvairs for general sale. This in turn led to the construction of the Phoenix which was based on a shortened Corvair platform and featured a hotted-up, air-cooled 'six' slung out back. It took three years for the car to make the leap from initial sketch to fully-functional reality.

Fitch was also the North American concessionaire for Bizzarrini, and marque instigator Giotto Bizzarrini apparently

recommended Frank Reisner's tiny Intermeccanica concern for the job of building his dream car although this is debatable. There is also some talk of the brilliant Franco Scaglione refining the car's outline during the build phase, but Fitch attributed the styling to his friend and neighbour Coby Whitmore.

Producing 170bhp, and weighing it at just 2150lb, the prototype managed an independently verified top speed of 130mph. What's more, it could do 0-60mph in just 7.5sec. Unusually, the Phoenix had different sized wheels/tyres front and back which necessitated two spares. These were mounted in the front wings,

hence the unusual bulges at the beltline.

The car was first seen publicly in July 1966, and Intermeccanica was told to construct a further prototype and expect to make a further 15 production cars to the end of the year. America's motoring media was sent into a head spin, and demand for the Phoenix, which was priced at \$8700, was initially high. However, that year saw Congress pass the National Traffic and Motor Vehicle Safety Act which spooked major motor manufacturers, General Motors among them. Fearing that the Corvair might not meet the as yet unspecified regulations, and given the bad press for the model following the release of Ralph Nader's *Unsafe At Any Speed*, the Corvair appeared to be set for the chop. It would hold out until 1969, but by then Fitch had decided not to sink any more money into the scheme and it was quietly dropped.

Intermeccanica was told not to proceed with the construction of the second prototype, Fitch instructing Reisner to keep the Corvair that had been shipped to Italy to act as a donor car.

This remarkable man retained the one and only Phoenix until his death in October 2013. He was 95. The car was sold at a Bonhams' auction in 2014. It sold for a thumping \$253,000.



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